

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month in the interest of progressive Grain Dealers.

Vol. XXXIV. No. 1

Chicago, Ill., U. S. A., January 10, 1915.

PRICE \$1.50 PER YEAR
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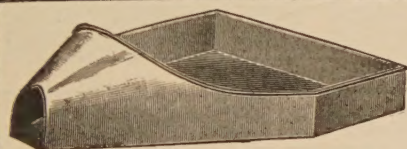
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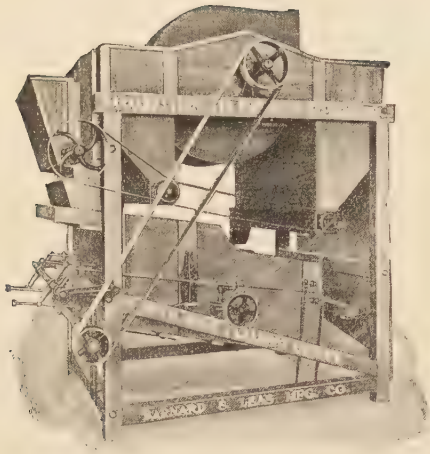
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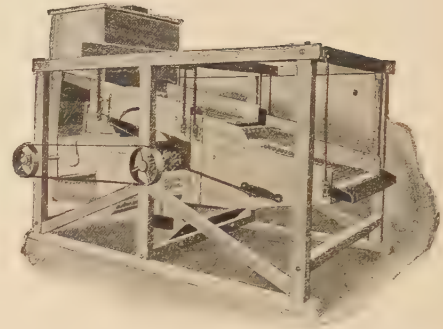
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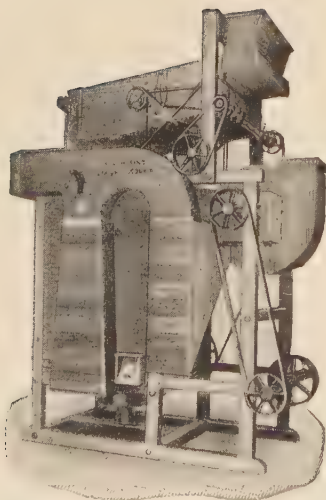
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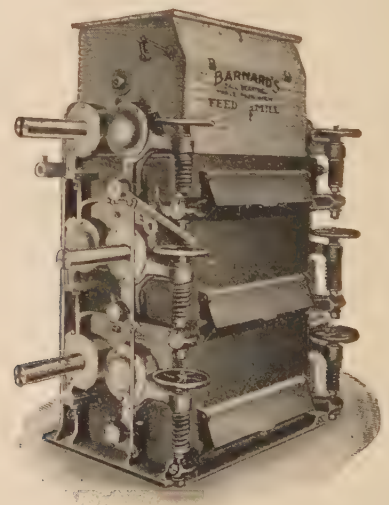
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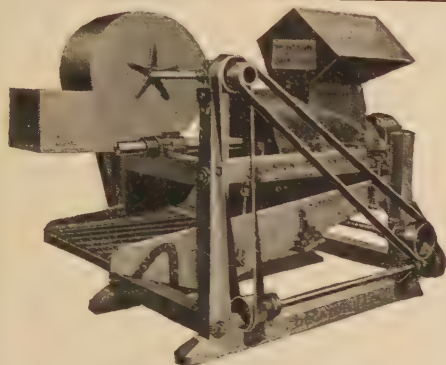
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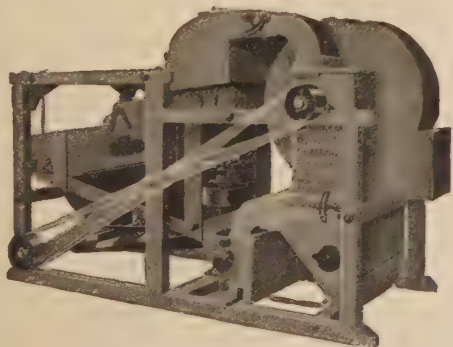
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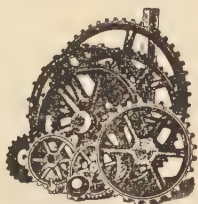
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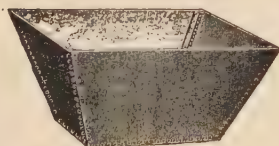
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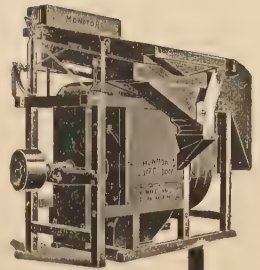
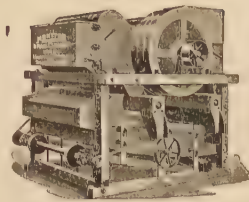
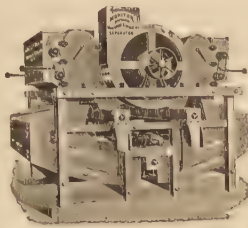
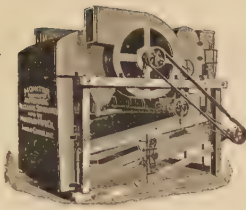
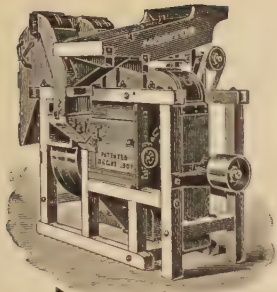
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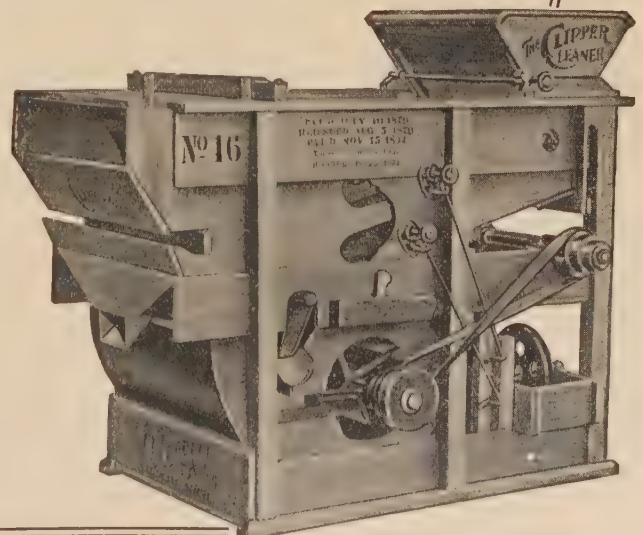
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This is a Cleaner of medium capacity. It will make any separation that can be made on our largest and most expensive machines.

It has Traveling Brushes on the screens and Special Air Controller. These two devices make it possible to separate any two kinds of seeds or grains that are not of exactly the same size or weight. The Brushes keep the screens from becoming choked and the Air Controller regulates the blast to exactly the proper strength to blow out light or blasted clover without blowing out good seed, or to blow out light or chaffy grain from the plump, heavy grain when grading for seed purposes.

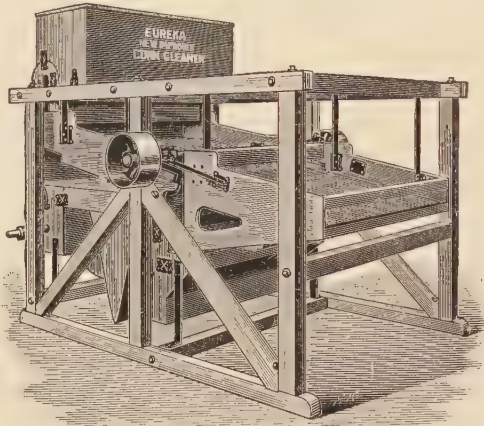
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Avoid the Danger of Shipping Dirty Corn



HEAVY DUTY CONSTRUCTION

Secretary C. B. Riley, of the Indiana Grain Dealers' Association, in a report, shows the necessity of properly cleaning corn before shipment. The vast amount of off-grade corn which is arriving in the various terminal markets due to broken cobs and corn filled with husks, silks and other **moisture conserving material** emphasizes the value of installing in the elevator the best cleaning machinery obtainable.

Install a good Cleaner—the best of all is the "EUREKA"

A Trade Mark
"To Distinguish the
Best from the Rest"



THE S. HOWES COMPANY
SILVER CREEK, N.Y.



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Gentlemen: Our Richardson separators have given us splendid results. The more we see these machines in actual operation the more we think of them, as they accomplish results for us that we have never been able to get from any other machine.

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YOU WILL SAY AFTER
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Others have spent a great deal of time and money trying all kinds of separators and finally discarded them all for a Richardson.

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Our Screenings machine will please you just as much as the Oat separator. Investigate NOW.

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15th Ave. and N. P. Tracks
MINNEAPOLIS, MINN. WINNIPEG, CANADA

The Corn King's Dream.

BY JEROME T. POWER.

On Christmas eve I sat in reverie,
Nor saw the passing friends who greeted me;
The holly-circled lights had changed their glow
And visioned just a Christmas long ago.

Snow glared where late had stood the corn,
Shrill calls of bluejays broke the morn,
But when I neared our neighbor's place
My heart danced on at a spring-time pace.

A maid was there to see me go,
We'd been the best of friends, you know;
She tried to laugh and said, "'Tis clear
Success ne'er sought a young man here."

"But, John, I've thot thru all the night
That we must part with hearts just right."
With head atilt she said: "Now this
Shall always mean 'another kiss'."

The lass, with laughing, bashful fear,
Drew from a box a red corn ear;
The ear I found the eve that we
Had such great fun at the husking bee.

"When you are settled and working for me
This token shall our mascot be;
It's foolishness, but then, you see,
This red, red ear bears thots of me."

"Good-bye! Good cheer! Please write me soon,
I'll wish for you with the wishing moon."
'Twas hard to count that kiss my last;
She made my heart beat twice as fast.

I wrote each day, then week, then month, poor Dear!
Then just a card of Christmas cheer.
The mascot red that brot me fame
In the rubbish heap long has lain.

But who can scratch Life's blotted page?
Who knows the Truth 'till white old age?
Those cheeks were stained with tears for me,
But I was busy—did not see.

I'm rich, but very lonely of late,
I guess that's every bachelor's fate.
'Billiards,' you say. "Well, not tonight,
I'm going home. I've a letter to write!"

TO CLIP OATS PROFITABLY

You must have a machine that operates at high speed and with a low power consumption. No machine fills these specifications better than the

INVINCIBLE "ALL THE NAME IMPLIES" OAT CLIPPER

Oats clipped on an Invincible always bring top prices. At all times under the operator's control. It can be adjusted to suit the grain handled, handles any oat that is found on the market.

Send for price and detail of this most highly endorsed clipper.

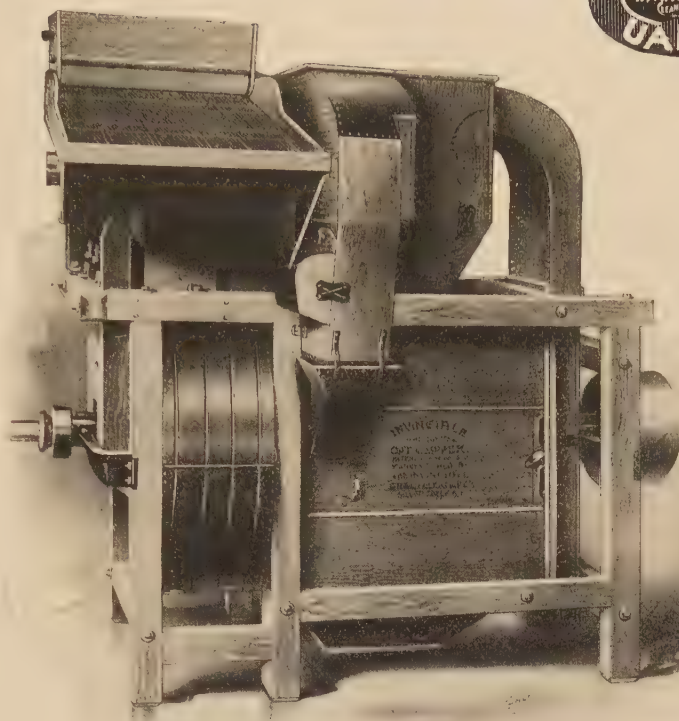
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Clark's Vest Pocket Grain Tables reduce pounds to bushel on any number of pounds from 10 to 100,000. Printed on ledger paper in red and black. The red figures show the pounds and the black the bushels and pounds.

The tables show the following reductions: Oats at 32 lbs.; Corn, Rye and Flaxseed at 56 lbs.; Wheat, Clover Seed, Beans, Peas and Potatoes at 60 lbs.; Barley and Hungarian Seed at 48 lbs.; Ear Corn at 70 lbs.; Ear Corn at 75 lbs.; Ear Corn at 80 lbs. Timothy Seed at 45 lbs.

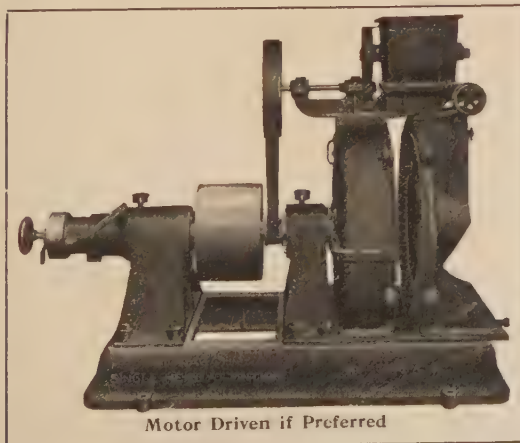
These tables are bound in heavy manila and form a thin book 2½-in. wide by 8½-in. long Price 50 Cts. Address
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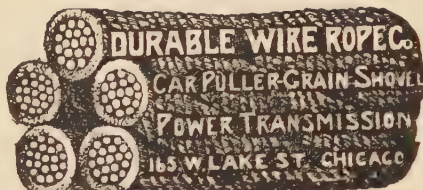
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Each page has spaces for 41 wagon loads and each book has 120 pages, making each book contain spaces for records of 4,920 loads. The book is well printed and ruled on ledger paper, and substantially bound in full heavy canvas covers. Price \$1.50.

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POUNDS TO BUSHEL

Direct Reduction Grain Tables

32 lbs. per bushel—OATS

Pounds	32 lbs. per bushel—OATS
100	3.125
110	3.409
120	3.692
130	3.976
140	4.259
150	4.543
160	4.827
170	5.110
180	5.394
190	5.677
200	5.961
210	6.245
220	6.528
230	6.812
240	7.096
250	7.379
260	7.663
270	7.947
280	8.231
290	8.514
300	8.798
310	9.082
320	9.366
330	9.649
340	9.933
350	10.217
360	10.501
370	10.784
380	11.068
390	11.352
400	11.636
410	11.919
420	12.203
430	12.487
440	12.771
450	13.054
460	13.338
470	13.622
480	13.906
490	14.189
500	14.473
510	14.757
520	15.041
530	15.325
540	15.608
550	15.892
560	16.176
570	16.460
580	16.744
590	17.027
600	17.311
610	17.595
620	17.879
630	18.163
640	18.446
650	18.730
660	19.014
670	19.298
680	19.582
690	19.865
700	20.149
710	20.433
720	20.717
730	21.001
740	21.284
750	21.568
760	21.852
770	22.136
780	22.419
790	22.703
800	22.987
810	23.271
820	23.555
830	23.838
840	24.122
850	24.406
860	24.690
870	24.974
880	25.257
890	25.541
900	25.825
910	26.109
920	26.393
930	26.676
940	26.960
950	27.244
960	27.528
970	27.812
980	28.095
990	28.379
1000	28.663

AT A GLANCE

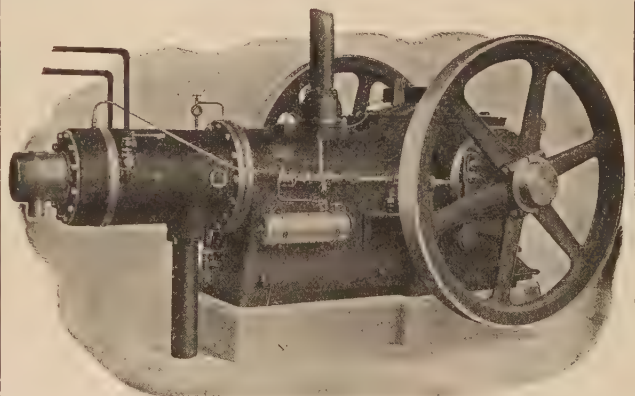
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This box frame contains five cards with marginal indexes, giving reductions of any number of pounds from 100 to 5090 by 10 pound breaks, for Oats at 32 lbs.; Shelled Corn, 56 lbs.; Wheat, 60 lbs.; and Ear Corn, 70 lbs. and 75 lbs. to the bushel. Figures are printed in bold faced type which can be read easily from a distance, and put up in a slotted basswood frame with glass front, so that the table needed may be placed in front. The frame not only protects the cards, but keeps the set in compact form so it may be hung near the scale beam for ready reference. Size 12x12 inches. Price \$1.50.

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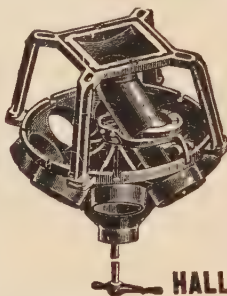
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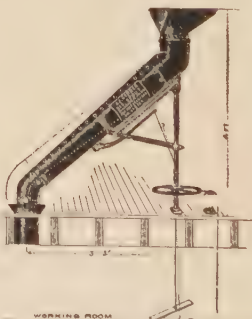
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Note swivel joint at S.



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workmanship have given them a
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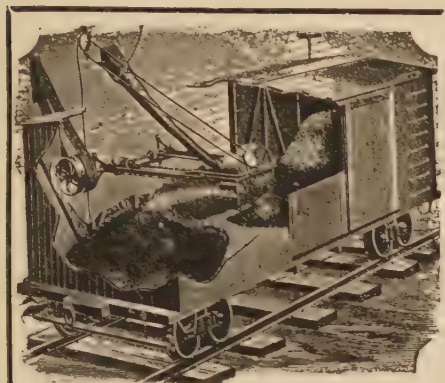
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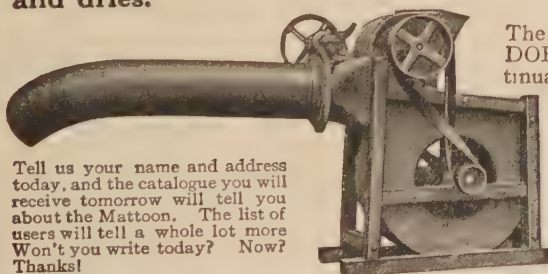
Grain Dealers' Scale Tickets—Book No. 51

This scale book contains 100 pages 8x11 inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net.....bushelspounds, Price, Dollars and Fees. It is printed on manilla paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them. Book No. 51, Price 75 Cents. Address **GRAIN DEALERS JOURNAL**, La Salle Street, CHICAGO, ILL.

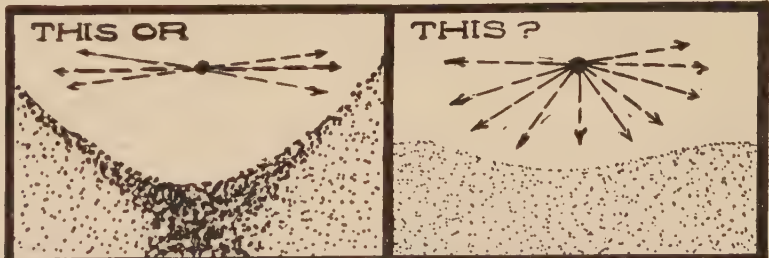
A Mattoon Car Loader

not only fills the largest car to full capacity, but actually betters the quality of your grain.

This combined grain cleaner and pneumatic car loader cleans, cools and dries.



Tell us your name and address today, and the catalogue you will receive tomorrow will tell you about the Mattoon. The list of users will tell a whole lot more. Won't you write today? Now? Thanks!



Showing the loading of dirt in center of cars loaded with gravity spouts, or common automatic loaders.

Showing even distribution of grain by the Mattoon Pneumatic Car Loader and Grain Cleaner. No dirt.

The grain is blown out, not forced out by revolving fans, hence the Mattoon DOES NOT MILL OR CRACK THE GRAIN. The loading spout is continually traveling from left to right in semi-circles, thus causing an even distribution of the grain, chaff and lighter grains. A Mattoon prevents the depositing of dirt, chaff small pieces of grain in the center of the car, as is common with gravity and other automatic loading spouts, and causing hot and off-grade grain.

The Mattoon is perfect in principle, practical in design, automatic in action, durable in construction, simple and easy in operation, and requires no attention after starting.

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

The Automatic Dump Controller

Grain Dealers Everywhere Are Using IT.



It's a Wonder.
It's small but strong.
It's out of the road and needs no attention.
It's minus of levers and triggers.
It has no friction or springs.
It's simple and easily attached.
It's durable and efficient.
It's self-lubricating.
It's perfectly automatic.

The hundreds that are in use show they please others, and they will please YOU. We will ship you one on FREE TRIAL.

L. J. McMILLIN
Board of Trade Bldg., Indianapolis, Ind.

BOWSER FEED MILLS

GROW HEALTHY STOCK

Crush ear corn (with or without shucks) and grind all kinds of small grain.

Handy to operate—lightest running. 10 sizes: 2 to 25 h. p., capacity 6 to 200 bushels. Conical shape Grinders. Different from all others.

Write for Catalog and folder about the value of different feeds and manures.

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South Bend, Ind.



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WHEN YOU find it necessary to make a sworn statement of the amount of grain loaded into a car, use our **AFFIDAVIT of WEIGHT** blanks.

They are put up in books of 50, size 5½x8½ inches, printed on white bond paper, machine perforated so they may be easily torn out. Each blank contains the following information:

—being first duly sworn, on his oath says that on the — day of — 191—, he, acting as agent for — at — in the State of — carefully and correctly weighed — draughts on — Hopper — Automatic — Wagon — Track Scales amounting to — lbs. equal to — Bushels of No. — and loaded direct or thru bin to Car No. — Initial — for shipment to Messrs. — at — in the State of — and that said car was in — condition and properly sealed when delivered to the — Railroad; with space for signature of Notary Public.

ORDER FORM No. 7 A. W. Price 50c.
GRAIN DEALERS JOURNAL
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When you write to any of our Advertisers; you'll get a prompt reply.

**No Freezing
No Bursting**

THE Automatic Drain Circulating Pump

Action of Pump depends upon the starting and stopping of Engine. Write for particulars.

G. G. Forester Mfg. Co.
MOLINE, ILLINOIS

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To meet the need of an inexpensive and efficient cover for automobiles while in dead storage we are making a paper cover, which is proving the right thing for this purpose. These covers are made of strong, heavy paper, properly reinforced to prevent tearing. They protect the car against dirt, dust and moisture and will prevent the polished portions from tarnishing and the finish from checking in cold weather.

We make them in four sizes:

7 PASSENGER FORD SPECIAL
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Grain Dealers can handle a few of these covers and make a good profit on them. Further information on request.

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THE CHALLENGE MFG. CO.
Morris, Ill.

T. J. HEALD
Hard & Soft Coal, Smelting
Buyer and Shipper of
all kinds of Grain.
Aledo, Ill. Sept. 10, 1914.
THE CHALLENGE MFG. CO.
Morris, Ill.

Gentlemen: Enclosed find check for one CHALLENGE DUMP plus (.10) for exchange.

I consider this Dump the best on the market and you may use my name in your list of recommendations. You cannot make it too strong.

I want you to know that I was more than pleased with the men you sent to install my dump. They put in all the time anyone would want and did nothing but what they thought was right, and I think your 20 year guarantee surely will be good. Yours for more dumps — **T. J. HEALD,** Aledo, Ill.

DUPLICATING SCALE TICKET BOOK

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white perforated sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets, each ticket being printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. It is intended that a sheet of carbon shall be placed between the white and manila sheets, so that altho the weigher tears out a ticket and gives to each driver, he retains a facsimile of each scale ticket given out. 800 tickets in each book. **PRICE \$1.25.**

GRAIN DEALERS JOURNAL, LA SALLE STREET CHICAGO, ILLINOIS

Shippers' Record Book No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2900 car loads.

At top of left hand page, in bold-faced type, are the words, "IN ACCOUNT WITH" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance. Wide columns are provided for recording these facts under the respective heads.

Price \$1.75. Address,

GRAIN DEALERS JOURNAL, La Salle Street, Chicago, Ill.

Carrying money to the bank becomes a habit with Advertisers who regularly use the advertising pages of the **GRAIN DEALERS JOURNAL.**

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IF YOU WANT THE BEST

let Moore have your Contract. Plans made to suit your needs or location

W. S. MOORE

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Some build more—
None build better

GRAIN ELEVATORS than Cramer

Satisfaction Guaranteed

W. H. CRAMER, No. Platte, Neb.



Especially Designed for Economy
of Operation and Maintenance
LINCOLN, NEB.

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Designer and Builder of Up-to-Date
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Let me submit plans and estimates. It may
save you money.

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MACDONALD ENGINEERING CO.

DESIGNERS AND BUILDERS OF

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ENGINEERS and CONTRACTORS

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L. J. McMILLIN ENGINEER and CONTRACTOR of GRAIN ELEVATORS

Any Size or Capacity.

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going to build or remodel? If so, write

D. F. HOAG & CO.

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GRAIN ELEVATORS AND WAREHOUSES

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in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

THE STEPHENS Engineering Company

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Monadnock Bldg., Chicago



Use a "Knickerbocker Cyclone"

ON YOUR GRAIN CLEANERS.

Save the Dust—Sell It—Give
It Away—Burn It if You Have
to, But Don't Let It Settle
All Around Your Elevator.

If You Don't, Your Number Will
Ring Sure

The Knickerbocker Co.,

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**NEWELL
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CONTRACTORS, DESIGNERS
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ALSO JOBBERS OF
ELEVATOR AND
MILL SUPPLIES
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GRANBY BLDG.
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HELP or a POSITION,

can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain trade's accepted medium for "wanted" and "for sale" ads.

GRAIN ELEVATOR BUILDERS



Morris, Ill.

Grain Elevator Builders

Wood or Fireproof Construction

Remodeling, Repair Work and Painting Elevators a Specialty.

Write for Plans and Prices.

Younglove Construction Co.
412 United Bank Bldg. Sioux City, Iowa

A Reliance Owner

"a successful grain man"



The owner of a Reliance elevator handles grain on a bigger margin, because his operating expenses are lower.

Reliance Construction Co.

Board of Trade

Indianapolis :: Indiana

WAGON LOADS RECEIVED

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners.

Order Form 380.

Price, 1.50

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.

Record of Cars Shipped

Is a book designed especially for country shippers in keeping a complete record of each car of grain shipped.

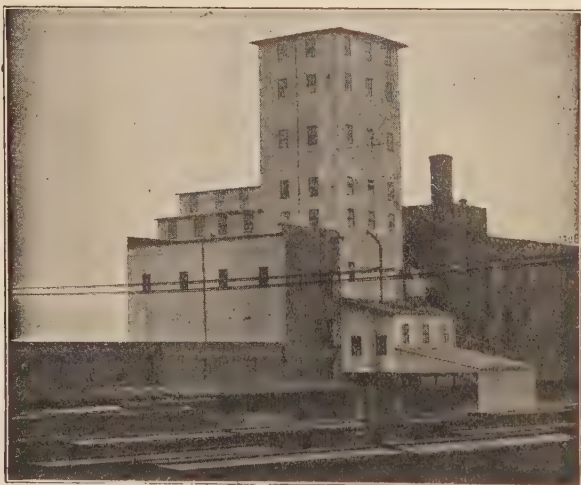
It is ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½x12 inches, and contains 160 pages of linen ledger paper, 29 lines to each page, and has spaces for recording the foregoing facts regarding 2,230 carloads. It is well bound in strong boards with leather back and corners.

Order Form 385. Price, \$1.50.

GRAIN DEALERS JOURNAL

315 S. La Salle Street, CHICAGO, ILL.



Reinforced Concrete Grain Elevator, Feed Mill and Warehouse, built in 1910 for Buffalo Cereal Co., at Buffalo, N. Y.

Fireproof Construction Elevators, Mills and Warehouses. We prepare plans and make lump-sum price for the complete work.

MONARCH ENGINEERING CO.

Chamber of Commerce,

Buffalo, N. Y.

YOUR BUSINESS

can be introduced to the progressive grain dealers of the country under most favorable circumstances (and you will be in good company) by the judicious use of space in the **GRAIN DEALERS JOURNAL, OF CHICAGO**

FREE

To interested parties in the South-western Territory, our booklet giving the complete costs of Thirty-eight Country Elevators.

Mailed to other parties on receipt of 50c.

BUILDERS OF GOOD ELEVATORS

Owners of THE PELKEY CONSTRUCTION COMPANY

Wichita, Kans.



GRAIN ELEVATOR BUILDERS

**GRAIN ELEVATORS, WARE-
HOUSES, STORAGE TANKS,
SEED HOUSES**

Built of

Wood or Fireproof Material

PLANS — SPECIFICATIONS — ESTIMATES

Give me a chance to figure with you
before making contract.

T. E. IBBERSON

Minneapolis :: Minnesota



When Better
Elevators are
built, Burrell
will build them
Ask those who have them.

Over 500 in use today.

**Burrell Engineering &
Construction Company**

1102-S WEBSTER BLDG., CHICAGO
(Opp. Board of Trade)

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**Southwestern Engineering
Company**

Designers and Builders of

**Modern Fireproof Mills
and Grain Elevators**

Springfield, Missouri

Grain Receiving and Stock Book

Is a book designed especially for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up the columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net lbs., price, amount paid and remarks.

Printed on heavy Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9 x 12 inches, giving room for recording 20 wagon loads.

Order Form No. 321.

PRICE, \$1.50

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

Grain Scale Book

Form 23 is an Indexed Journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10½ x 15½ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL

315 So. La Salle Street

CHICAGO, ILL.



THE GIRARD POINT ELEVATOR

PHILADELPHIA, PA.

CAPACITY — 1,110,000 BUSHEL

The Most Rapid Handling Grain
Elevator in World. BUILT BY

JAMES STEWART & CO.

GRAIN ELEVATORS

BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT., 15th Floor Westminster Bldg., CHICAGO
W. R. SINKS, Manager R. H. FOLWELL, Engineer



This Fire Proof Seed Warehouse and
Grain Storage constructed of Reinforced
Concrete frame with brick enclosing
walls just completed for the Courteen
Seed Company, Milwaukee, Wisconsin.

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Write us for Designs and Estimates

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DOUBLE STITCHED BELTING

Why Continue

To use rubber belting which deteriorates from the moment of leaving the factory, causing ply separation?

REXALL belting is scientifically constructed so that the plies cannot separate, and we employ nothing of the nature of rubber to deteriorate.

There are several other reasons why the largest terminal houses in the country have adopted REXALL.

Ask us for full information.

Carried in Stock in 1000' rolls
1" to 42" wide.

Imperial Belting Co.

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There is a difference
between simply a belt, and a belt plus a big reputation.



Our elevator belting, in the end, gives the greatest returns on the investment. Used and approved by some of the largest elevators in the country. Estimates for equipments cheerfully furnished.

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POST YOUR PRICES

TODAYS PRICES	
OATS	45
CORN	77
WHEAT	101
RYE	118
BARLEY	134
CLOVERSEED	950

and stick to them. The farmer likes to know he is getting a square deal.

An attractive, convenient Bulletin for posting the prices you are bidding for grain, seeds and hay, will save you money.

Price Posting Bulletin Form 1 is made of heavy No. 30 gauge steel, japanned so that it will not rust. Top piece contains the words "TODAY'S PRICES" in bold, white type; punched for screw hooks. Six card holders are hung to top so as to provide room to post prices bid for different commodities.

Card holders are turned over on top and bottom edges so they will hold the cards firmly. Complete set of cards bearing the words, Oats, Wheat, Rye, Barley, Y. Corn, W. Corn, Flax, Clover, Timothy, Alsike and Hay; and 10 sets of digits so that the price of each commodity may be easily and quickly posted.

Order Form 1.

Size 14x19½ inches.

Price \$2.00

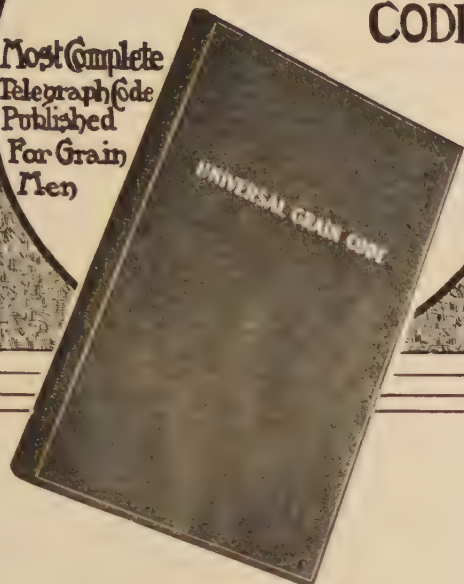
GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.

UNIVERSAL GRAIN CODE

Most Complete
Telegraph Code
Published
For Grain
Men



This, the most complete and up-to-date code published for the grain and milling trades, will save you money.

It will do more. It will prevent costly errors, keep your business messages secret and save you time in the selection and translation of your messages.

The 13,745 terms and phrases in this little book were compiled only after a long and thoro study of present day methods and practices, and no two code words are near enough alike to give rise to confusion in their translation. All are conveniently arranged for quick reference. The layout is so simple it could not be improved upon. Every dealer praises it. It is printed on bond paper and bound in black flexible leather at \$3.00 the copy.

What are you going to do, keep on paying out good money that would otherwise be charged to your profit account? Get busy NOW and stop those leaks by ordering a copy of Universal Grain Code.

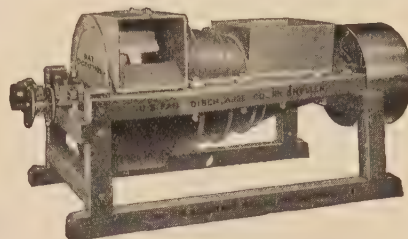
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315 So. La Salle St. Chicago, Ill.

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OPERATION
EFFICIENCY
PROFIT

from the

CONSTANT



U. S. CORN SHELLER

HARD TO BREAK

EASY TO REPAIR

has all the stability and ability any man can ask for. In addition to this it is constructed so simply that when adjustment is needed, it only takes two hands to do it. The great advantage of this sheller over all others cannot be truly appreciated until it is tried, or is seen in action and the results ascertained from the man who uses it.

We will be glad to tell you who owns one in your neighborhood

B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILLS.

GRAIN SHIPPING LEDGER

FORM 24

An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade, Bushels or Weight; Price; Am't. of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190.." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL
La Salle Street, Chicago, Illinois

Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—25,000-bu. elevator in Marshall County for sale. For information address John McClune, Summerfield, Kan.

SOUTHERN MINNESOTA grain elevator for sale. Doing good business. Reason for selling. Address James, Box 1, Grain Dealers Journal, Chicago, Ill.

OHIO—Elevator for sale; modern up-to-date. Best grain and seed territory. 15,000 bu., capacity. Good business. Attractive price for quick sale. Address O. K., Box 10, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—Grain and Coal business; modern elevator, handles 200,000 bu. grain; sell 1,500 tons coal annually. A good business and a good town to live in. Address S. P., Box 11, Grain Dealers Journal, Chicago, Ill.

MONTANA—The best elevator proposition in the state of Montana for sale. New, 20,000 bu. cribbed house, modern in every way. Feed Mill in connection. Price \$5,500.00. Address Rain, Box 9, Grain Dealers Journal, Chicago, Ill.

ELEVATOR IN CENTRAL INDIANA with 2 acres of land and residence, for sale. Has metal sides and roof, cribbed bins, sheller and cleaner, feed grinder, motor power. In good grain belt; handle a number of side lines. Easy terms. A bargain if taken soon. Address Indiana, Box 2, Grain Dealers Journal, Chicago, Ill.

NEBRASKA—8000 bu. Grain Elevator for sale with retail coal and feed business. Will handle 30 or more cars of coal during season. Located within 10 miles of Lincoln, Nebr. Good farming community, and good town for retail trade. Situated on B. & M. R. R. and elevator and sheds located on deeded land. Price \$5,000.00. Address Lock Box 1, Grain Dealers Journal, Chicago, Ill.

BLACKWELL, OKLA., elevator for sale. 25,000 bu. capacity, equipped with corn sheller and cleaner; wheat cleaner and clipper; 200 bu. hopper scales; three stands of elevators; gas engine. Located in the best farming section of Okla., with 60% of a bumper wheat crop yet in farmer's hands. Will sell at a bargain, as it is located too far from us. Address J. M. Moberly & Sons, Gays, Ill.

CENTRAL ILLINOIS. New strictly up-to-date 60,000 bu. elevator for sale. Business established 50 yrs. Handle 300,000 yearly with \$5,000 net profits. Coal and Feed side-line. Fine out-lay in town of 1,500 pop. No trades. Terms to suit. Elegant bargain. Be quick. Address Mars, Box 12, Grain Dealers Journal, Chicago, Ill.

NORTHERN ILLINOIS elevator with grain and feed business in a good town of 1,000 people; good schools and churches. On a main line of a good railroad. About 80 miles from Chicago; good competition. Elevator capacity 30,000; gasoline power; annual business about \$200,000 or better. This is a nice plant all in good repair; good office and feed shed. Address Plan, Box 11, Grain Dealers Journal, Chicago, Ill.

OHIO—Electric Elevator for Sale in Putnam Co., Ohio; has retail flour feed and coal business that will average better than \$100.00 daily; will ship one to one hundred twenty-five thousand bu. grain yearly; residence goes with elevator property; good town of 2500 people. Will take about \$14,000 to handle the proposition. Do not answer this ad unless you are in a position to talk business. Address H. B., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

WISCONSIN elvtr. for sale. 20,000 bus. cap. E. Hauterbrook, Green Bay, Wis.

OKLAHOMA—20,000 bus. cap. elevator in grain center for sale; also 700 ton hay barn. Address Newcomer, Adair, Okla.

SOUTHEAST NEBRASKA — Elvtr. in good grain territory for sale. Address L. W. S., Box 11, Grain Dealers Journal, Chicago, Ill.

CHAMPAIGN CO. OHIO—Country elevator 6M bu. capacity, on Big 4 Ry. Coal business in connection. No competition. Address Kerns, Box 4, Grain Dealers Journal, Chicago, Ill.

NORTHERN INDIANA—12,000 bu. capacity elvtr. for sale. Good condition. \$5,000 takes this splendid elvtr. if taken at once. J. L. H., Box 1, Grain Dealers Journal, Chicago, Ill., will give particulars.

RIVERSIDE Elevator and Warehouses, Memphis, Tenn., between the Frisco and I. C. tracks; near business center and all freight depots; capacity 300 cars. Webb & Maury, Memphis, Tenn.

KANSAS—Elevator and Resident property for sale; fine shape; a snap for some grain man. Located in Golden Wheat belt of Kansas. \$5,000 if taken at once, or will swing the trade. Address Golden, Box 1, Grain Dealers Journal, Chicago, Ill.

ILLINOIS elevator for sale; within 100 mi. of Chicago, 75,000 bu. cap., very modern and nearly new. Station handles 1,000,000 bu. annually. One good competitor. Good thrifty town of about 600 pop. Address James M. Maguire, Campus, Ill.

CENTRAL INDIANA—New Modern elevator with good flour, feed and coal trade as well as grain, electric power and lights, fine grain country, good crops, on two railroads, private ground and switch, will sell cheap if taken soon. Address Lee, Box 12, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO elevator for sale or exchange, 17,000-bu. cap., 1½ acres land. Handles coal, cement, feed, posts. No opposition, snap for good man. Price \$4,500. Don't answer unless you mean business. Address Town, Box 6, Grain Dealers Journal, Chicago, Ills.

SOUTHWESTERN IOWA cribbed elevator for sale; 8,000 capacity, equipped with 5 H. coal oil engine, Fairbanks Hopper Scale. Feed Mill and feed room. 90,000 bu. annually. No competition. Good reason for selling. Don't answer unless you mean business. Address G. H. F., Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED one or two good elevators in Eastern or Southeastern Nebraska. Write Ball, Box 1, Grain Dealers Journal, Chicago, Ill.

IN THE HEART OF THE CORN BELT—List your elevators with me. Write me your wants. Terms or cash. T. F. Grady, Farmer City, Ill.

FOR SALE—Farm of 280 acres situated in the Corn Belt of Western Ohio or will trade for an up to date elevator handling 150 M bu. of grain or better and take difference. Address White, Box 1, Grain Dealers Journal, Chicago, Ill.

ILLINOIS farm 208 acres in Shelby Co. within 2½ mi. of good town of 700, one mile from school; all good slightly rolling land with 7 room dwelling, large barn and necessary outbuildings. Will sell for cash, good terms or trade for good paying elvtr. Will price right. Box 249, Cowden, Ill.

ELEVATORS WANTED.

WANTED information regarding elevator or mill for sale. Send description. C. C. Shepard, Minneapolis, Minn.

MILL OR ELEVATOR WANTED—Am a cash buyer and want a good bargain. Give full particulars in first letter. Address 5951 Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED TO BUY—An elevator handling from 250,000 to 400,000 bu. annually with coal as a side line, conveniently located about 10 miles of a town of about 10,000 inhabitants in Corn and Oats belt of Illinois or Iowa. Address E, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

SELLERS list your elevators and buyers buy your elevators thru John A. Rice, Frankfort, Ind.—Reliable Broker 10 years.

IOWA BROKERAGE CO., Des Moines, Ia., has large list of elevators for sale. Prospective buyers in Iowa will be given full particulars, on request. Kansas elevators wanted. Communicate with us.

ELEVATORS for sale from \$3,000 to \$25,000. Let me know how much you wish to invest in a plant and I will try and satisfy you. Have a nice line to select from and good, honest propositions that are money makers. Address James M. Maguire, Campus, Ill.

CASH FOR YOUR ELEVATOR, mill, business or property. I bring buyers and sellers together. No matter where located, if you want to buy, sell or trade, write me. Established 1881. John B. Wright, successor to Frank P. Cleveland, Mill and Real Estate Broker, 5951 Adams Express Building, Chicago, Ill.

MILLS FOR SALE.

MINNESOTA—Small flour and feed mill; first class elvtr. for sale. 4 R. R.'s. Good farming country; prosperous town. Box 65, Minneapolis, Minn.

IF YOU ARE SEEKING a business write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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PARTNER WANTED with \$10,000 to invest in business and manage same. Wholesale flour and feed. Volume \$150,000 yearly. Address L. J. R., Box 12, Grain Dealers Journal, Chicago, Ill.

PARTNER WANTED with \$75,000 to take half interest in a line of twenty-five elevators, located in good grain territory and doing good business. Address D, Box 11, Grain Dealers Journal, Chicago, Ill.

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75 H.P. General Electric A.C. 3 phase.
50 H.P. General Electric A.C. 3 phase.
25 H.P. Westinghouse A.C. 3 phase.
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5 H.P. Kimble Electric A.C. 3 phase.
Send for prices. All motors guaranteed and sent on approval to responsible parties.
Northwestern Electric Company,
611-15 W. Adams St., Chicago, Ill.

SITUATIONS WANTED.

MANAGER wants position; 6 years experience. J. S. Guthridge, Stonington, Ill.

ELEVATOR MAN—Wants position as foreman in steam or gasoline plant; best of references. Address Chas., Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER—Wants position; now employed but will change Jan. 1st. References. Desire place in Ia., Minn. or Dak. J. R. Clough, Carlyle, S. Dak.

MANAGER OR ASSISTANT wants position in elvtr. 6 yrs. experience in buying and selling. Keeps books. Write Kell, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED by an experienced young man of 22, a position with some Western Okla. Grain Co. Understands office and outside work. References furnished. State salary. F. Simpson, 203 E. Keith, Norman, Okla.

MANAGER or assistant in grain elevator. Have had eight years' experience. Am a good judge of grain and seed. Can keep books and give bond. Would come at once. Address Everett W. Cox, Springfield, O., Gen. Del.

TRAVELING SOLICITOR wants position with some good Com. Firm out of Chicago, Milwaukee, Kansas City or St. Louis. 3 yrs. experience. Good references. Have worked in Iowa, S. Dak. and Minn. Address Help, Box 1, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED—Experienced buyer of Grain, one familiar with the trade in Ohio, Indiana, Illinois and Michigan. Address Lobbe, Box 12, Grain Dealers Journal, Chicago.

SOLICITORS' SIDE LINE.

WANTED men calling upon grain shippers to carry small book needed by every grain firm. Easy sales, large commissions. Address W. B. Granger, 507 Traders Bldg., Chicago, Ill.

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WANTED—One 25 or 30 H. P. steam engine. Fred Kalmbach, North Baltimore, Ohio.

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FOR SALE CHEAP—Three Fairbanks Morse engines; 1 20 H.P. \$315, one 25 H.P. \$365, and one 32 H.P. at \$415. Other sizes and styles also. Badger Motor Co., Milwaukee, Wis.

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44 H. P. Fairbanks-Morse.
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4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags, Burlap, Cotton Sheet-ling, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

MACHINES FOR SALE.

1—Scientific crushing and grinding mill, Style T, No. 1. Price \$25.00. 1—Nurdyke-Marmon Stone Burr first-class condition, \$20.00. Goodrich Construction Co., Winchester, Ind.

FOR SALE—One size "00" Victor Corn Sheller, \$25.00; One size "00" Little Victor Corn Cleaner, \$40.00; both for \$60.00, all in good condition. One Ohio Power Cleaner No. 26, \$25.00. One 30 H.P. Brownell Steam Engine, \$75.00. Four foot grate bars 75c cwt. About 70 running feet two and one-half inch steam pipe, tees, els, couplings, globe valve, safety valve, etc., very cheap. All prices F. O. B. Shenandoah, Iowa. Address J. B. Armstrong & Son, Shenandoah, Iowa.

Are You Looking for Real Bargains?
In Single or Double-head Attrition Mills, Any Size, Style or Make at Your Price. 16" to 36" Monarch's, Foss's, Unique's American's, Halsted's, Robinson's from \$90 to \$225 ea. in remodeled form, much less when purchased not remodeled. All remodeled machines guaranteed to be in as near new a condition as can be made. Also a full line of Reels, Roller Feed Mills, Shellers, Burr Mills, Crushers, Corn Crackers, etc. Write for catalogs today whether you want new or second-hand machinery or supplies.

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The largest stock of Overhauled and reconstructed Machinery in the World.

Roller Feed Mills: 9x18 and 9x24 Noye, 9x24 Northway, 9x24 Dawson, 9x18, 9x24 and 9x30 Allis, three pair high; 9x18 Wolf; 9x18 Hutchison; 9x30 Acme; 9x24 and 9x30 Allis, two pair high; two No. 2 Willford Three Roller Mills, and many others listed in our Bargain Book.

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Bowsher Combination Crushers and Grinders: No. 4 (12 to 30 bu.), No. 8 (20 to 60 bu.), No. 9 (30 to 125 bu.), No. 10 (40 to 175 bu.).

Corn and Cob Crushers: All sizes and makes.

Attrition Feed Grinding Mills: 18 inch Halstead; 18 inch Robinson; 20, 24 and 30 inch "Monarch"; 30 inch "American"; 16, 19 and 24 inch Foss; 24 inch "Unique." Two 18 inch American Special Single Disc Mills.

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Separators, Oat Clippers, Scourers, Dust Collectors, and Everything for Flour Mills, Feed Mills and Elevators.

Elevator Belts with Buckets Attached, at Extremely Low Prices—in either Cotton; Rubber or Canvas.

Address Dept. Q for "Gump's Bargain" Book, giving complete list of all Machinery, Belting, Pulleys, Shaftings, Elevator Belting, Buckets, etc., with Net Prices. Mailed Free on Request.

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BUYERS ATTENTION—We are having a mid-summer clearing sale of doors, windows, mantles etc. at less than half our regular prices. Odd lots of No. 1 and No. 2 lumber at decided bargains. Short 2x4" to 2x12" @ \$7.00 per M. ft. Doors in frames ready to set \$1.00 up. Hot water boilers, furnaces and radiators. Come quick and get the snaps. Ruel Lumber & Wrecking Co., 7337 Stony Island Ave., Chicago, Ill.

SCALES FOR SALE.

20 BU. AVERY AUTOMATIC GRAIN SCALE for sale. Write Mill Box 1, Grain Dealers Journal, Chicago, Ill., for particulars.

1—42"x4"—8½" gage Fairbanks Track Scales. It is in splendid condition and has always been used under cover. Price \$150.00. Goodrich Construction Co., Winchester, Ind.

BUSINESS OPPORTUNITIES.

FOR SALE—Milling in transit elevator and Feed Mill. Address F. S. Powell, Lackawanna, New York.

WANTED to buy grain & coal business in live town of 2000 or more population; Ia., Mo., Neb. & Kan. preferred. Send description and price in first letter. H. R. Sheldon, Hiawatha, Kan.

FOR SALE—Seed and produce business, wholesale and retail. Best house between St. Louis and Kansas City. Population of city 8000. Three story brick building and basement. Modern machinery of all kinds for cleaning seed and elevating grain. Reason for selling other business interests. Bargain for quick cash sale. Address Box 232, Mexico, Mo.

Calendars and Christmas Cards Received.

The Sikes-McMullin Grain Co., of Sikeston, Mo., send a wall calendar.

The Weller Mfg. Co., Chicago, Ill., is sending out a combination desk calendar, memorandum pad and telephone index.

The Globe Mills of El Paso, Tex., send a pink calendar decorated with a wash drawing of "The Opera Queen."

The Model Mlg. Co., of Celina, O., send a wall calendar decorated with a lithograph of a beautiful household fairy.

Wm. Frank & Co., of Frankfort, Ind., are sending out a handsome calendar decorated with a large colored lithograph of "The Gorge."

The Miner-Hillard Milling Co., Wilkes-Barre, Penn., is sending out one of the most serviceable wall calendars of the season. The figures are large and clear cut.

The Lyons Mlg. Co., Lyons, Kans., decorates its 1915 calendar with a faithful reproduction in colors of W. H. Drake's famous painting, entitled "The Wanderers."

One of the artistic calendars of the year comes from Loewith, Larsen & Co., New York, N. Y. It is artistically decorated with a reproduction of a painting of a young lady, entitled "My Rose."

F. S. Rexford, Wichita, Kans., inspector for the Grain Dealers Fire Ins. Co., sends an artistic little wall calendar, decorated with a reproduction in colors of "The Old Swimming Hole."

The Western Canada Flour Mills Co., of Winnipeg, send a wall calendar decorated with a handsome lithograph of their Winnipeg mill and also a lithograph of the beautiful valley "Where the Wheat is Grown."

C. B. Riley, Sec'y., Indiana Grain Dealers Ass'n., the proud grandfather of seven boys, accompanies his new year greetings with a photograph of himself surrounded by the seven youngsters, all hale, hearty and happy.

Wall calendars and desk calendars of different variety continue to reach us from different sections of the country. The Moon-Taylor Co., of Lynchburg, Va., send the largest wall calendar of the season.

New Year and Christmas cards have been received from the Milwaukee Chamber of Commerce, The Stevenson Grain Co., Kansas City, Mo.; Blanchard-Niswonger Grain Co., Omaha, and the Bauer Bros. Co., Springfield, O.

D. R. Risser of Vaughansville, O., favors all the farmers in the territory tributary to his stations with a wall calendar decorated in colors, with the reproduction of an oil painting of "The River's Marge." Mr. Risser accompanies his calendar with a timely reminder to every farmer of the different lines of business he is carrying on at each station, and also prints these lines on his calendar.

SEEDS FOR SALE—WANTED

SEEDS WANTED.

CLOVER AND TIMOTHY SEED wanted. Mail samples and quote prices. Address Philadelphia Seed Co., Phila., Penna.

LEWIS & CHAMBERS, Louisville, Ky., are buyers in season of Clover, Timothy, etc.

GERMAN MILLET is our specialty. Can supply you with carlots or less. Samples on request. D. H. Clark, Galt, Mo.

WE ARE in the market for Clover, Timothy and Millet Seed. Send samples, prices to J. S. Ashbrook Co., Mattoon, Ill.

KAFFIR CORN and Millet wanted in car lots. McGreer Bros., Coburg, Ia.

FIELD SEEDS wanted. Red, Alsike, Mammoth, Timothy, Alfalfa and Soya. Send samples and prices to O. M. Scott & Son, 4 Main St., Marysville, Ohio.

WE ARE in need of New Crop Red and Mammoth Clover, Alsike, Alfalfa, Timothy, Orchard Grass, Blue Grass and Red Top. Peninsula Produce Exchange of Md., Pocomoke City, Md.

CLOVER SEEDS and clover tailings wanted. We make a specialty of Buckhorn lots. Mail fair average sample with lowest price. Address C. C. Norton's Sons, Greenfield, Ohio.

CANE SEED—Want all kinds freely throughout balance season, also Millet and other Seeds. Write today.

Pittman & Harrison Co.

Est. 1877.

Seedsmen, Sherman, Texas.
Bank references.

HAY FOR SALE.

FOR SALE about one hundred cars of Millet Hay. If interested please wire. J. A. Baker, Lockney, Texas.

**KAFFIR CORN
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GRAIN, HAY and SEED MERCHANTS
Field Seeds a Specialty
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WANTED—100 cars good dry Oats Straw and Packing Hay. Address C. T. HAMILTON, NEW CASTLE, PA.

WANTED good heavy Ear Corn. Write or wire Finley & Duff, Ferris, Tex.

HAY AND GRAIN WANTED
Wheat, Corn, Oats, Hay, Straw, Milling Buckwheat, Bran, Middlings, Red Dog, Potatoes. C. T. HAMILTON, New Castle, Pa.

INFORMATION BURO.

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

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Grass and Field Seeds
MILWAUKEE - - WISCONSIN

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NEW YORK CITY
We import and export
GRASS SEEDS

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FOR SALE—About 40 bags No. 1 Red Top Seed. McLeansboro Implement Co., McLeansboro, Ill.

FOR SALE—Seed Corn, Oats & Barley. Choicest varieties, prices, samples on request. Allen Joslin, Holstein, Ia.

IOWA SEED CORN for sale in carlots. Best varieties for grain crop or ensilage. Write for samples and prices on what you want. J. B. Armstrong & Son, Shenandoah, Ia., originators of the seed corn business.

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Medium, Alsike,
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Grasses, etc.



Mail Samples. Ask for Prices.

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Have 10,000 Bu. CHICKEN FEED WHEAT on hand
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**GRAIN
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315 So. La Salle St., Chicago, Ill.

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SEED CO.** NEW YORK, N. Y.
EXPORTERS AND IMPORTERS
GRASS and CLOVER SEEDS

**I Am the Man
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I can fill that position you have open—fill it perfectly, to your satisfaction. Tell me where to find you in a

**Grain Dealers Journal
Want Ad.**

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

BLACKMAN & GRIFFIN CO., OGDEN, UTAH, sell Alfalfa and Clover Seeds. Write them.

WE ARE shippers of Maize and all kinds of field seeds. Lockney Coal & Grain Co., Lockney, Tex.

FOR SALE—Medium Red Clover Seed. Write for samples and prices to Clyde Morley, Libertyville, Iowa.

SWEET CLOVER SEED—White and large biennial yellow. Samples and prices on request. Bokhara Seed Co., Box 93, Falmouth, Ky.

THOMASSON-MORRISON GRAIN CO., Chattanooga, Tenn. Headquarters for Southern Cow peas and Soy beans. Write us for prices.

IOWA GROWN SEEDS for sale. Choice clover and timothy in car load lots or less. Buy your seed direct from original cleaner. Prices quoted on request. Address C. E. Atherton & Co., Deep River, Ia.

SEEDS FOR SALE.

FOR SALE—Parties wanting Sudan grass seed communicate with Lubbock Grain & Coal Co., Lubbock, Texas.

FOR SALE—Medium Red, Mamouth, and Alsike Clover Seed; Alfalfa and Timothy Seed. J. W. Richards, Ferris, Ill.

ALFALFA SEED direct—samples and growers' price on application. J. L. Maxson, Buffalo Gap, South Dakota.

SEED BUYERS AND SELLERS can quickly sell and quantity, or buy any amount or quality by making their want known through an insertion of an advertisement in the "Seeds For Sale" column of the Grain Dealers Journal, Chicago.

WE ARE prepared to book your orders for the following seeds: Alfalfa, Cane, White or Yellow Maize, Kaffir, Feterita, German Golden Siberian Hog Millets. In carload lots or mixed cars. We live in the heart of the district where the above seeds grow. Sample sent on request. L. A. Jordan Seed Co., Winona, Kan.

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Grain, Clover and Grass Seeds,
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GRISWOLD SEED COMPANY

We buy and sell all kinds of grass and field seeds.

Alfalfa Seed a Specialty.

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THE ILLINOIS SEED CO.

CHICAGO, ILL.

WE BUY AND SELL

FIELD SEEDS

Ask for Prices. Mail Samples for Bids.

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WE SELL

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GET IN TOUCH WITH US

CRABBS REYNOLDS TAYLOR CO.

CRAWFORDSVILLE, IND.

If Your Business

isn't worth advertising
advertise it for sale.

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All varieties, any quantity.

Write for samples and prices.

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Purity and Germination Tests of
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ACCURATE RESULTS

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What will Clover do?

Some of the possibilities of clover futures are outlined in our daily market letter, which contains up-to-the-minute facts and figures on seeds. If not on our mailing list, say the word. Booklet of clover data on request.

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TOLEDO, O.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

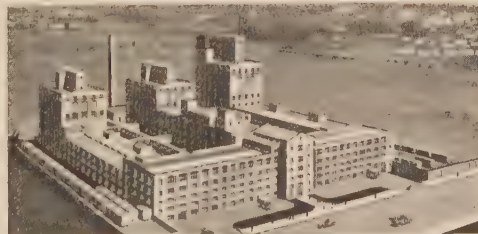
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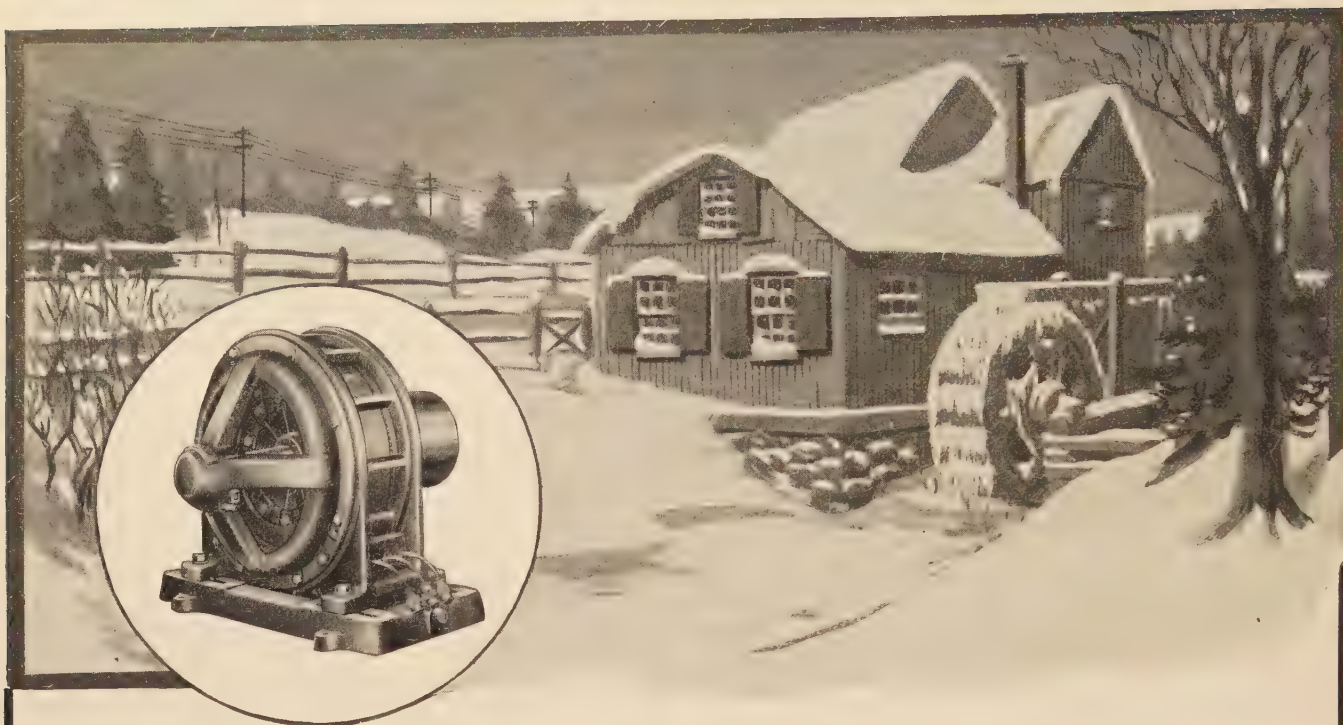
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During the dry season or in winter, when the streams are frozen, the miller appreciates the *all-year-around* reliability and convenience of G-E motor drive.

A G-E motor will give steady, easily controlled power which is dependable at all seasons of the year. Flour and feed parts can be run separately by using an individual motor for each section. This permits the mill to meet most economically the varying demands of the seasons. In the same manner sections of the mill can be run overtime without consuming power for the whole.

Write our power specialists for advice on your drive problem. You will incur no obligation.

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For Texas, Oklahoma and Arizona business refer to Southwest General Electric Co. (formerly Hobson Electric Co.)—Dallas, El Paso, Houston and Oklahoma City. For Canadian business refer to Canadian General Electric Company, Ltd., Toronto, Ont.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

315 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

SUBSCRIPTION RATES

To United States, Canada and Mexico, semi-monthly, one year, \$1.50; one copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.50.

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, JANUARY 10, 1915.

GRAIN DEALERS who know of bills pending in any of the legislatures antagonistic to the best interests of the grain trade, should send a copy of the bill and full particulars to the Journal, for the benefit of their fellow dealers.

IF RUSSIA keeps on chasing the Turks, the Dardanelles will soon be open and Russia's large surplus will be floated to Europe's empty bins, with the result that the market forecasters who have been predicting \$1.50 and \$1.75 for May wheat will be disappointed.

THE VACILLATIONS of the wheat market have cost many country elevator men splendid profits since the war broke out, and even well posted dealers in the central markets have met with some startling surprises, all of which would seem to emphasize the necessity of every elevator man sailing close to shore and not taking long chances.

GALVESTON IS about to inaugurate a new check weighing system, whereby the weighing department will have two deputies stationed at each elevator, to check each car as it is weighed. The more reliable the weights of any terminal market, the more attractive it is to the grain shippers of the country. Any precautions adopted by any of the terminal weighing departments has always met with hearty recognition by grain shippers.

SEVERAL ELEVATOR employees were recently sacrificed to unprotected belts, as recorded in our news columns this number. Yours may be the next, unless you see fit to guard your moving belts and pulleys.

"FLAXSEED GAS deadly poisonous" is a new one discovered by the Daily Press of Philadelphia, and is given as the true cause of the death of an employee of the Girard Point Storage Co., because he became unconscious while working about moving flaxseed. If anyone in the grain trade ever heard of such a thing before he should let it be known. There may be some foundation for the statement, but we doubt it and flaxseed grinders of experience are in ignorance of it.

STATE SCALE inspection fees are always paid reluctantly by scale owners, who have little confidence in the ability of the average politician to inspect anything. Minnesota's law is to be put to the test by a citizen who refuses to pay an inspection fee, and claims that he cannot be subject to criminal prosecution therefor. Frequent inspection of scales is absolutely necessary to accurate weighing. However, little improvement can be attained through inspection, unless the inspectors are competent scale experts. When the service rendered is satisfactory, scale owners will not hesitate to pay the fee.

FREE STORAGE seems to be very common in Illinois, as well as in other grain surplus states. Recent reports to the State Public Utilities Commission from 2,096 elevators, are to the effect that they do not store grain for compensation, therefore do not come under the jurisdiction of the Commission. If every country elevator man struggling with the free storage abuse, would read carefully the decision published on page 35 of this number, and post it up where his farmer patrons could see it, he would be asked less frequently for free storage. Try it.

MISSOURI WEIGHTS at Kansas City and St. Louis have been wonderfully improved during recent years by careful work on the part of the Board of Trade Weighing Departments. Neither shipper or buyers complain of the service received, but the state warehouse commissioner, having looked with covetous eyes upon the fees and the places occupied by the employees of the departments, is persistently recommending that the state enact a law to prevent the exchanges engaging in the weighing of grain. The employees of exchange weighing departments are employed because of their knowledge of the business and their reliability, and not because of their political pull. The shippers of the country owe it to themselves to make a vigorous fight against any prospective change in weighing authorities at these two central markets.

BUYERS OF grain on the Kansas City Board of Trade must henceforth reject their purchase within 48 hours or accept it as graded. The plugging of a car will of itself be sufficient to except that carload from the rule. By degrees the rules of all exchanges are coming to bear with equal rigor on both buyer and seller.

SHIPPERS WHOSE claims for loss of grain in transit were arbitrarily subjected by the railroad freight claim agent to a deduction of $\frac{1}{4}$ or $\frac{1}{8}$ of 1% on the entire shipment before payment, will be pleased to note that most of the railroads for a time indulging in this arbitrary deduction are now making no deduction for the so-called "natural shrinkage," and also are reimbursing shippers for deductions made.

HAY WILL BE subjected to fourth class rates of freight, if the Official Classification Committee recommendation is accepted. The hay shippers of the country made a vigorous fight against changing the classifications of hay from sixth to fifth class' rates some years ago, and after a long drawn out fight, supposed, of course, that hay rates would be left alone for many years to come, but the greed of the carriers knows no limitation. They want more, so they propose to increase the freight rate on hay once again.

A NUMBER of elevator employees have been killed and injured recently, as the result of their falling about the elevator, and from being caught between platform and moving cars. Both of these accidents could be prevented through the exercise of more care. Five accidents of this character are recorded in this number. In their consideration it is worthy to note that some builders now cover all bins tightly, so that none can get into the bin from above, except by being let down through manhole by rope and tackle.

EMBARGOES AGAINST grain shipments to Galveston have cost the Santa Fe R. R. and the shippers along that line much business and some profits, all because the railroad has no depot facilities for bulk grain at Galveston, and beginning next Monday the Pennsylvania and the B. & O. Railroads will not receive any export grain for Baltimore. These railroads have good elevators at Baltimore, with ample storage to care for the business in ordinary times, but the delay in the arrival of ships chartered for exports of grain has caused a congestion at Baltimore which it will require some days to relieve. It is expected, however, that the embargo will be of only temporary duration. It is gratifying to note that the Western Maryland will soon provide additional elevator facilities for Baltimore, so that port will be in better condition to handle export grain than ever.

OVERHEATED STOVES are credited in our news columns, this number, with starting a number of fires, and it would seem to be necessary for elevator owners to exercise more care, lest their plant be sacrificed to the same hazard. Read of the costly experiences of others in our news columns and profit thereby.

TEXAS RAILROADS, prompted by the success of other lines in obtaining advances in rates, have applied to the railroad commission for higher rates. The advance given the Central Traffic Ass'n. lines by the Interstate Commerce Commission seems only to have been a starter. All other railroads will now follow suit.

FARMERS IN the vicinity of Wellington, Mo., have grieved so intensely over the money they lost by selling and delivering their wheat last July, that the cashier of the local bank has encouraged them to provide large metal tanks, near the railroad, so that each farmer can store his grain by itself, and borrow money from the bank. In other words, the banker proposes to encourage the farmer to speculate with his grain, to the profit of the banker. Next year the farmers might store all the wheat grown around Wellington and never be able to obtain as good a price for it as they will immediately after harvest.

FEDERAL STANDARD weights for bushels of the different kinds of grain and seeds will be established, if Congress sees fit to accept the bill of Representative Dillon, and override the state laws now in force. Everyone admits the senseless diversity of the weight of a bushel in the different states, but many will not admit the right of the Federal Government to displace the states in establishing the standards. The members of the grain trade suffer more by the varying standard than anyone else, and they have more to gain by uniformity than either the producer or the consumer. The provisions of the bill are given elsewhere in this number.

KANSAS LAW makers will be called upon to consider the advisability of making the inspection of grain in that state optional, and to fix the fee at not more than 50c per car. The original idea of the state inspection departments was to grade grain going into public warehouses only, and if the trade were to insist upon it, no doubt the work of the state inspectors would still be limited to such grain, but in Kansas the inspectors overreached themselves. They insisted upon the grain shippers paying \$1.00 per car for inspection, and upon the right to inspect every car shipped, so the grain shippers made a vigorous fight against the burdensome fee, and knocked it out. In their fight for a law making state inspection in that state optional, they will have the best wishes of the entire trade.

FEED MILLS are being installed in country elevators in ever increasing number, and doubtless the elevator men who have ample power to operate their feed plants succeed in realizing profitable returns from this side line. It also enables them to utilize much of the off-grade grain.

SUPERIOR, WIS., is striving to have the state's grain taxing laws amended, so that each bushel of grain handled through the elevators will pay a small tax and thus the taxing laws will not encourage shippers to avoid having grain in store on May 1st. Under the present law, grain in store on that date is taxed for its full market value, which causes the elevators to ship out their grain before that date comes around. This works to the disadvantage of Superior.

THE COTTON growers of the south produced such an enormous crop this year, they could not expect to receive the average price for it, even tho war had not interfered with our European trade. The spring wheat growers have found it to their advantage and profit to diversify their crops, with the result that they will have more corn and oats to market in the Northwest this winter than ever before, and if reports from the southern states are correct, more wheat and corn will be harvested in that section next year than ever before. Diversification generally protects the farmer against a complete failure, as few sections have been known to suffer the failure of more than one crop any given season.

THE POMERENE B/L bill S. 387, will again die from lack of active support from the shipping public, unless the grain shippers of the land quickly get into action. This bill was passed by the Upper House of the last Congress and died because of insufficient support to get it out of the committee, and it seems likely to suffer the same fate with the present Congress. It was passed by the Senate last June, and ever since has been buried by an antagonistic committee. The bill has been endorsed by the Grain Dealers National Ass'n., and the American Bankers Ass'n., and should do much to improve the conditions surrounding Bs/L issued by railroad companies. The enactment of the Pomerene Bill would insure all interests being treated more fairly and equitably by the railroads, and prevent their forcing unreasonable conditions upon the shipping public, by insisting upon shippers signing Bs/L. The house committee on Interstate & Foreign Commerce seems to be determined to kill the bill. The grain shippers of the land have an opportunity to improve the conditions surrounding Bs/L and they owe it to their business to make a vigorous fight for the passage of the bill in its present form. Write your congressman today!

SHIPPERS INTERESTED in the establishment of Federal Grades for all grains, and the supervision of such grading by the Federal Government, should read carefully the Grain Grades Act, published on page 43 of this number, as it means a great deal to every one engaged in the business.

IRREGULAR SHIPPERS have been reaping a rich harvest in northern Colorado, where they jumped from station to station and bought hay and grain in the name of the Western Hay & Grain Co., of Denver, and gave in payment therefor worthless checks, which were later returned, marked "No funds." It is needless to say that these traveling sharks "paid" just a little bit more than was being offered by the established dealers at the stations visited. This trick is so old and has been practiced so frequently in all parts of the country, the wonder is that irresponsible scoopers and fly-by-nights are able to catch any more suckers, but the bucolics actually bite just as freely as they did when the trick was first introduced.

COMMISSION MERCHANTS who reside in one state cannot be required to pay a license in another state, altho they receive shipments from the merchants of that state. This position was taken by Federal Judge Amidon, in declaring the North Dakota Grain Commission Merchants' License Law void recently. The politicians of North Dakota have long nursed and fed the prejudice of the citizens of that state against everything that relates to the grain business of Minnesota. It may make votes for the wily politician, but it does not help the people of North Dakota one iota. If the grain shippers of North Dakota or any other section of the country will confine their dealings in organized markets to the members of the grain exchanges, they will be protected far better than any bonding scheme yet devised by any state. The grain exchanges are in much stronger position to regulate the grain business and to enforce fair and equitable dealing, than any of the states can ever hope to attain. The great state of Ohio has a so-called "market investigator," who is recommending the licensing of commission merchants, in utter disregard of the regulations of the grain exchanges of his own and adjoining states. If he would but recommend to those dependent upon him for information on how to market grain, that every shipper confine his dealings in organized markets strictly to the members of the grain exchanges, there would be no need of more state laws providing for an army of pap suckers. The fact that 95% of the politicians have proved chronic failures in business does not deter them from enacting all kinds of fool laws for the regulation of business. They seem to be guided by an irrepressible spite against business.

THE KANSAS Grain Dealers Ass'n. has expelled a member for refusing to arbitrate a trade difference. If the arbitration feature of association work is ever to become effective, the organizations must firmly enforce all their rules and regulations relating thereto. No association of self-respecting grain merchants can afford to uphold or support any member of the trade who is not disposed to deal fairly with his brother tradesman. Dishonorable or sharp practices by a member of any trade organization brings that organization into disrepute with the entire trade, unless it discountenances the dishonorable conduct by suspending or expelling the offending member.

THE LIABILITY of a grain elevator operator for taxes on grain in transit is again in dispute. This case reported in our Illinois news columns, this number, is pending at Sheldon, Ill. The politicians, in their eagerness to get money, do not hesitate to enforce double taxation wherever possible. The natural result is that everyone strives to escape taxation, and this causes great inequality in taxation. When the taxing laws are overhauled and taxes levied on an equitable basis, upon all property, few other than self-appointed patriots serving the public, will refuse or neglect to pay their full share. The grain dealer has generally paid more than his share.

Commission Merchant's License Required at Home Office Only.

North Dakota's law requiring grain commission merchants of other states to be licensed to do business in that state has been declared void in a decision given Dec. 5 by Judge Amidon of the Federal District Court of North Dakota in the case of W. T. Cooper v. E. L. Welch Co., of Minneapolis, Minn.

The court held that "in so far as Chapter 54 of the Laws of 1897, as amended by Chapter 56 of the Laws of 1903, attempts to regulate the business of corporations and individuals engaged in interstate commerce, it is void. It was conceded upon the argument, and clearly shown by the evidence, that the defendant is engaged in no local business in North Dakota. It has no place of business there. Its only business in the state consists in soliciting orders for grain to be shipped to it at its place of business in Minnesota. Its business, therefore, is exempt from the provisions of the statute above, referred to, and falls exclusively within the jurisdiction of congress, and in-so-far as the statute attempts to regulate such business, it is void under numerous decisions of the Supreme Court of the United States."

On learning of this decision commission merchants are requesting the North Dakota Railroad Commission to refund the unearned license fee, and to return the \$20,000 bond. As the law has been enforced for many years past the fees to be refunded amount to a considerable sum.

Farmer Storing Wheat Not a Preferred Creditor.

Commission merchants at terminal markets and local bankers often are among the creditors of country grain dealers who become insolvent. Their claims are legitimate as being the outgrowth of regular transactions necessarily incident to the business of buying grain in the country. In the division of assets among the creditors a third set of claimants, not so legitimate, farmers who had grain stored with the grain dealer, strive to participate.

Had the farmer not tried to get something for nothing in the form of free storage the grain shipper would not have had the opportunity to ship out and sell grain he did not own. Needing the space taken up by the farmer's grain for the handling of other grain thru the house, the dealer is tempted to ship out the accumulation, trusting to luck that the market price will be no higher on the day the farmer calls for settlement.

Fifty or more farmers claimed wheat alleged to have been stored with Wm. Rundberg, bankrupt grain dealer of Bladen, Neb. The claim of W. E. Thorne for 3,300 bus. of wheat was considered by the United States District Court at Hastings, Neb., and on a finding by the referee in bankruptcy, was decided against the farmers.

Each farmer was given the following receipt:

Bladen, Neb., July 10, 1914.
Mr. _____
In account with
Wm. Rundberg & Co.,
Grain and Coal.
Received from W. E. Thorne 3,300 bus.
No. 2 wheat to be left in store with Wm. Rundberg & Co. to be sold at market price at some future date.
Chas. Balderston, Mgr.

The wheat was all dumped in one place and elevated thru one elevator. The wheat thus delivered was treated by Mr. Rundberg (who was doing business under the name of Rundberg & Co.) as his own; he shipped it to market and sold it and whenever any one came in who had wheat at the elevator, the wheat was paid for at the market price the day it was called for. No wheat was ever returned. It was well known by the people dealing with the elevator that Mr. Rundberg shipped and sold the wheat and treated it as his own wheat; and that the wheat was mixed with other wheat bought.

The evidence also shows that there was no fixed time when this settlement should be made, nor were there any charges for storage and the evidence further shows that Mr. Rundberg insured this wheat in his own name and paid for the insurance, which was known to the parties delivering the wheat.

About 40,000 bus. of this kind of wheat was received and not settled for at the time of the adjudication of bankruptcy of William Rundberg of Sept. 5, 1914, and that there was about 15,000 bus. of wheat on hand in the elevator. The bankrupt, Rundberg, purchased other wheat aside from that claimed to have been stored, something over 40,000 bushels, during the season from July 4 up to Aug. 31, when the elevator was closed. This wheat was mixed in with and shipped with the other wheat, as well as being mixed in with the wheat on hand, if there was any on hand, of the claimed stored wheat.

The question, therefore to be determined in this matter, is whether or not these deliveries constituted bailments or whether they are sales of the wheat.

In the case of *Savage vs. Salem Mills Co.*, 10 Am. & Eng. Ann. Cases, 1065 (Ore.), which is a case much relied upon by the trustees, in the syllabus therein it is said:

"Where grain is deposited in a warehouse under an agreement that in the usual course of business the grain may be mixed and commingled with other grain of the same kind, and that the depositor may demand the return of an equal quantity of grain of like kind as delivered or the market price of the grain at the time the demand is made, such transaction constitutes a sale and not a bailment, as the title to the grain passes to the warehouseman at the time of delivery, and the fact that the warehouseman has the option to pay for the grain in kind or in money does

not change the legal effect of the transaction."

There is in the opinion in this case, and in the note thereto, cited and collected a very large number of cases in reference to contracts such as are shown by the record herein: *Fleet vs. Hertz*, 66 N. E., 858; 94 Am. St., 192 (Ill.), and note. *Bretz vs. Dishl*, 2 Am. St., 706 (Penn.), and note. *Cloke vs. Shafroth*, 31 Am. St., 375, 27 N. E. 702 (Ill.). *Thompson vs. Jordan*, 73 N. E., 1087. *O'Dell vs. Leyda*, 20 N. E., 472 (Ohio). *State vs. Stockman*, 46 Pac., 851 (Ore). *Rehen vs. Clem*, 10 S. E., 504 (Va.). *Baker vs. Preibe*, 69 Nebr., 579.

There can therefore be no question but that William E. Thorne had no intention, when he delivered this wheat, other than that William Rundberg was to be the purchaser of the wheat, the price to be fixed at some other date which the said Thorne might select, and the market price on that date to be paid, but that William Rundberg became the absolute owner of the wheat.

I therefore find that this transaction was a sale of the wheat in question, and was not a bailment thereof, and the claim of the said William E. Thorne for his proportionate share of the wheat in the bin at Bladen, Nebraska, and application therefor, is denied and rejected.

The claimant also asks for a special lien upon the money on deposit in the bank to the credit of said bankrupt, as being the proceeds of the sale by the bankrupt of such stored wheat.

It follows, from the findings above, that this would have to be denied. I further find that as to this money there is absolutely no evidence that this money was derived from the wheat in question or that any part of it was derived from the wheat in question, and the application therefore for a special lien upon said wheat is denied and overruled.

I further find that said William E. Thorne has a good and valid claim against the estate for the price of 3,300 bus. of wheat so sold to the bankrupt, and that the market price of said wheat on Sept. 5, 1914, the date of the adjudication of bankruptcy herein, at Bladen, Neb., was \$1 per bu., and that the said William E. Thorne is entitled to have the price of said wheat fixed upon said date.

It is therefore ordered by me that the claim of William E. Thorne be and is hereby allowed as an unsecured claim against said estate at \$3,300.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

C. M. & St. P. 72592 passed thru Hartley, Ia., on St. P. Road, Jan. 5, leaking barley at end and side of car which was bulged out and in very bad order; train did not stop.—C. H. Betts.

A. T. S. F. 34031 passed thru Gibbon, Okla., Jan. 2, leaking wheat badly at door.—T. J. Kenny, agt. Blackwell Mfg. & Elev. Co.

C. B. & Q. 41231 was sidetracked at Kackley, Kan., Jan. 1, leaking corn at end or drawbar; repaired by A. T. S. F. employees.—John F. Stanton, mgr. E. A. Fulcomer.

C. R. I. & P. 34970 passed thru Kingfisher, Okla., Dec. 31, leaking wheat badly at doorstop.—W. P. Wible, agt. El Reno Mill & Elev. Co.

C. N. W. 54590 passed thru Lowden, Ia., Dec. 25, leaking grain badly over trucks on side; seal 5200.—A. Freund & Co.

C. R. I. & P. 41252 east bound at Normal Park (Chicago), Dec. 18, on C. R. I. & P., showed slight leakage of wheat or oats at side door.—B.

C. B. & Q. 96390 passed thru Endicott, Neb., Dec. 14, leaking wheat badly at front end. Fixed best we could.—E. M. F.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Roads Allowing 80 Cents for Cooperating?

Grain Dealers Journal: Will the Journal please advise me just what roads had a tariff in effect providing at the present time for the payment of 80 cents per car for each car shipped from Sept. 28, 1908, to July 1, 1911. I know the Rock Island and the Northwestern pay 80 cents for cooperage; but are there any other roads that do?—L. B.

Ans.: The allowance has been in effect on all roads in the western trunk line ass'n, which are those west of Chicago, beginning at various dates, but all expiring on the same date, July 1, 1911.

Leaking Cars.

Grain Dealers Journal: Why do you not report more leaking cars? Are we to believe that leaking cars are fast becoming a thing of the past?—J. L. W.

Ans.: Many dealers do not appreciate the importance of taking the car numbers when they see a car leaking grain. They should bear in mind that altho it may not be their car, they can "Do to others as they would that others should do to them." Their own car may be leaking somewhere, sometime and the report of a fellow dealer who saw it leaking will be of great assistance in collecting a claim, especially since so many cars arrive at destination in apparent good condition. Grain scattered along the railroad right of way is convincing proof that cars still leak.

Method of Figuring Costs.

Grain Dealers Journal: We find at the close of 1914 that in cash we are very little ahead of Dec. 31, 1913, tho we have put more grain thru the elevator. According to our way of figuring, it costs 2½¢ per bu. to handle grain, but other dealers, reporting a cost of 4¢ and over, leads to the conclusion that we may be wrong. Kindly let us know exactly how to arrive at the correct cost per bu.—A. M. J.

Ans.: Handling grain at 2½¢ per bu. is practically impossible, and a tremendous amount must be run thru an elevator before that figure could be reached. The following table will give an idea of the items to be considered in figuring cost of handling, substituting figures to meet individual conditions:

Expenses for 1914.

Value of entire plant, including office and machinery...	\$ 6,000
Capital employed	4,000
Interest, 1 year at 6%	600
Depreciation, 1 year at 5%	500
Rent or taxes and power	240
Insurance	150
Helper, 1 year at \$60	720
Manager's salary at \$100	1,200
Phone	60
Telegrams	20
Stamps and stationery	36
Record books and miscel.	50
Oats handled during year (bus.)	25,000
Corn	35,000
Wheat	40,000
Bushels	100,000

With the total of all expenses in money and of all grain handled in bus., the outlay per bu. is determined by division, the above example showing the cost of putting each bus. thru the plant at 3.57¢.

This table takes no cognizance of shrinkage or loss thru "off grade," but 1¼% of the total may safely be deducted for these

items. Tho 3.57¢ is the average cost per bu. of handling all grain for the year, some lots of grain may have cost the dealer more to put thru the elevator than others, especially those lots which had to be cleaned, sorted, clipped, etc. But this in no way affects the average cost for the year. Knowing the cost per bu. for 1914, the dealer should strive to lower that figure in 1915 thru reducing expenses, increasing his margin or both.

How to Thresh Sorghum for Seed?

Grain Dealers Journal: We have about 25,000 lbs. sorghum seed in the heads as per sample, and wish to know what is the cheapest way of threshing for seed or chicken feed. Our opinion is that a pea huller would do the work. What is the price of a machine that will do the work?—Cohen Bros., Greenville, Ky.

Ans.: The samples of kaffir corn, milo and cane seed can be threshed on an ordinary threshing machine, taking out the concaves so as not to break the seeds. The smaller machines are well adapted to this purpose, the favorite machine in Kansas and Oklahoma, where much kaffir is grown, being the Belle City thresher. This machine is only 7 feet high and can be operated in a barn. The cost of this machine is \$300 to \$600, averaging \$500.—Professor P. G. Holden.

Price of Calcium Chloride.

Grain Dealers Journal: What is a good but inexpensive non-freezing solution for barrels of water as a fire-extinguisher? We notice in December issue of the Journal you recommend calcium chloride solution in steel barrels, but enough of this chemical for one barrel of water would cost about \$35.00, which is entirely too much.—A. R. Burleson, pres., Iowa Pop Corn & Cereal Co., Webster City, Ia.

Ans.: The correct solution of calcium chloride as an anti-freezing chemical is 4 lbs. to the gallon of water, or 160 lbs. to the 40 gallon barrel. The price is 3¢ per lb., \$4.80 for sufficient to fill a barrel. A mixture of this percentage will not freeze in a temperature over -17 F. Calcium chloride is often sold at the high price mentioned under various other names, but 3¢ per lb. is the correct price.

Rule on Surplus Grain.

Grain Dealers Journal: Will the Journal please give me its interpretation of the rule of the Grain Dealers National Ass'n, No. 14, on "Surplus Grain," so far as it applies to anything other than the rule states?

The old saying, "It is a poor rule that does not work both ways," applies in this instance, hence my question, "Does this rule cover a shortage as well as an excess?"—F. M. Thompson.

Ans.: The rule does work both ways, but as the conditions of a deficit are different from those of a surplus, the National Ass'n has provided more specifically for the settlement of a deficit.

A surplus is usually small and is known to buyer immediately when the car is unloaded. The shortage may be a part of a car or several carloads, and the buyer, unless informed, does not know for perhaps 30 days that there is a shortage, as the seller may contemplate shipping more to make up the shortage.

Rule 14 provides "Surplus grain shall be taken on account by the buyer, at the current market price on the day after the last car is unloaded."

Rule 8 on incomplete delivery provides "When the seller fails to complete a contract for delivery, within the agreed time, it shall be the duty of the buyer immediately to extend, buy-in or cancel the deficit, said deficit to be determined by the quantity already weighed up, plus seller's weights or estimates on shipments arrived but not yet weighed. Wherever seller's weights or estimates have not been furnished on shipments not yet weighed, it shall be the duty of the buyer to estimate the weight, for the purpose of fixing the deficit."

Freight Claim Not Offset by Site Rental.

Grain Dealers Journal: We have a claim against the C. & M. & St. P. Railroad Co. for \$372.38, being our loss on a car of corn shipped from Kaylor, S. D., to Faith, S. D. This car was in transit about 32 days and when it reached destination there were from 10 to 12 cars of free freight corn at Faith, which caused our sale to be canceled. The railroad company has made no reply to our claim, but is asking for rent money from us for the ground we are occupying on the right of way. Can we hold back on paying the rent against our claim?—Freeman-Bain Co., Aberdeen, S. D.

Ans.: If you fail to pay the rent the railroad company can sue and get judgment, and the court will not entertain your plea alleging the rental should be offset by the claim as a counter claim, until the claim had been adjudicated and you had judgment against the company for the amount of the claim. The rental is a known sum; but the claim is a sum unknown until proved; and in a suit to recover rent the court would not go into the merits of a claim not growing out of the lease.

The shipper should pay the rent and take steps to collect the claim. The shipper should make a full showing of the facts on which he bases his claim, as the carriers are reluctant to pay claims arising out of delay in transit and depreciation in value, altho the C. & M. & St. P. is as fair in this respect as any other line.

Acceptance Makes Contract.

Grain Dealers Journal: If a firm writes us offering a car of seed for wire acceptance, without using the phrases "subject stock unsold" or "confirmation," and we wire acceptance within two days from date of letter, can we force delivery of seed? Or would it be necessary for the firm to confirm before we could force delivery? In other words, is it really a trade before each of the parties confirms sale?—Hyde Seed Farms, Pattonsburg, Mo.

Ans.: An offer becomes a contract when accepted. Confirmations do not make the contract; they simply check up on possible errors. Any limitation such as "subject to confirmation" or "stock being unsold" at time acceptance is received must be embodied in the original offer. A mail offer may be one, two or three days in transmission, especially during the rush of Christmas parcel mail, and the seller who neglects to state in his offer that acceptance by wire must be made by a certain date and hour must bear the burden of his own carelessness.

Following is a decision bearing on this point, reprinted from the Grain Dealers Journal of July 25, 1912:

Offer and Acceptance.—A broker wired a customer that he had purchased coffee for him subject to his approval, and must have an immediate reply. This message was received at A., where the customer lived, about 1 o'clock, but was not delivered until 2:50, when the customer immediately telegraphed his approval of the purchase. Before this approval was received the coffee exchange had closed for the day, and the broker, on account of the delay, elected to treat the purchase as made for his own account, instead of for the customer. In the meantime the price of coffee had gone up, and it was impossible to purchase at the first purchase price. Held, that the broker's offer to hold the coffee for the customer if he accepted immediately on receipt of the offer, in the absence of any limitation, was presumed to continue until revoked and was not revoked by the delay in delivery; the broker having himself adopted the telegraph as a means of communication, and the customer, when he accepted immediately on receipt of the offer, became the owner of the coffee and hence, having suffered no loss from the delay, had no right of action against the telegraph company.—Chesebrough v. Western Union Telegraph Co., Supreme Court of New York, 135 N. Y. Supp. 583.

Is Elevator Man Liable for Damages to Wagon?

Grain Dealers Journal: If a farmer's team becomes frightened just as it has pulled a load of grain into my elevator and backs the loaded wagon into the railing so as to break it and permit the wagon and contents to fall to the street below, am I responsible for damages to the wagon or injuries to the man?—Iowa Dealer.

Ans.: The dealer is responsible when the accident was the fault of the dealer, if the dealer knowingly frightened the team, or if he knowingly permitted a condition to exist that would frighten the animals.

Ordinarily the grain elevator operator is not liable for the frightening of horses, as some noise is commonly expected in any plant where heavy machinery is run, and the farmer drives into the building at his peril.

The railing at sides of driveway is an invitation to the horses to rely on it to prevent them falling off the driveway; but is not intended to keep heavy wagons from being forcibly backed off, and therefore the elevator operator is not liable on account of the wagon going thru the rail, the proximate cause being the frightening of the team and not the weakness of the rail.

Does Refusal to Honor Draft Cancel Contract?

Grain Dealers Journal:—We would like the opinion of dealers on a controversy we have with a grain company at Kansas City, growing out of a purchase by us of a car of milo maize on Oct. 22 for December shipment at \$1.20, delivered Cleveland, O.

Shipment was made Dec. 29 and draft reported to us at 10 a. m., Jan. 2. We asked the bank at Cleveland to hold this draft until we received invoice, certificate of weight and certificate of inspection. On receipt of papers, which was the next business day after our first notification, we asked our local bank to put this draft thru clearance for us; but the bank then informed us that it had a telegram from

its correspondent at Kansas City not to allow us to take up draft under any consideration.

We wired them, explaining the situation and asked them to authorize our local bank to accept payment of draft as drawn. We also wrote them, but they did not see fit to answer either our telegram or letter. They have asked the Cleveland bank to return draft with B/I. to them, which has been done.

We have bot in for their account a car of milo maize at an advance of 22 cents per cwt. We suspect that they purposely delayed the mailing of their invoice to us together with the necessary papers so that the draft would reach us ahead of the papers, knowing that we would refuse to take care of the draft until we had received them.

Were we not justified in buying in this car for their account and in charging them 2 cents per cwt. for doing same?—A. L. Moore.

Coming Conventions.

Jan. 14.—Michigan Hay & Grain Ass'n at Owosso.

Jan. 18-19, 1915.—Missouri Grain Dealers Ass'n at St. Louis.

Jan. 21-22.—Council of Grain Exchanges at Chicago.

Jan. 21-22.—North Dakota Farmers Elvtr. Ass'n at Fargo.

Jan. 27-28.—Indiana Grain Dealers Ass'n at Indianapolis.

Feb. 1-3.—National Ass'n of Scale Experts at Chicago.

Feb. 9, 10, 11.—Iowa Farmers Grain Dealers Ass'n at Mason City.

Feb. 10, 11, 12.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

Feb. 16, 17, 18.—Illinois Farmers Grain Dealers Ass'n at Bloomington.

Mar. 2-3.—Farmers Grain Dealers Ass'n of Kansas at Wichita.

May 11.—Illinois Grain Dealers Ass'n at Champaign.

Proposed Federal Standard Weights for Bushel.

Washington, D. C., Jan. 8.—[Special].—Because of the diversity in bushel weights among the States, Representative Dillon has introduced in the House a bill to establish a standard of weights per bushel for various commodities, as follows:

Alfalfa seed 60; apple seeds 40; barley 48; beans 60; beets 60; bluegrass seed 14; bran 20; broom corn seed 30; castor beans 46; buckwheat 48; carrots 50; clover seed 60; shelled corn 56; corn meal 48; cotton seed 32; cucumbers 48; flaxseed 56; hempseed 44; herds grass 45; Hungarian grass seed 50; kafir corn 56; malt 38; millet 50; oats 32; onions 57; onion sets 28; orchard grass seed 14; parsnips 50; rape seed 50; red top 14; rye meal 50; rye 56; timothy seed 45; tomatoes 56; turnips 55; wheat 60.

For violating the proposed standards a fine of \$500 is provided.

In discussing his bill Mr. Dillon said: "The States have juggled the weight of the bushel measure. A bushel of onions in Indiana weighs 48 pounds, in Pennsylvania and Rhode Island 50 pounds, in Delaware, Maine, S. D., Mass., Minn., N. H., N. D. and Vermont 52 pounds and in twenty other States 57 pounds.

In Louisiana barley weighs 32 pounds per bushel while in California it weighs 50 pounds.

The weight of buckwheat in California is 40 pounds per bushel while in Kentucky it is 56 pounds.

Broom corn seed in North and South Dakota weighs 30 pounds per bushel while in Minnesota it takes 57 pounds to make a bushel.

Shelled corn in many States is 60 pounds to the bushel while ear corn is 70 pounds, yet you could not get into a bushel measure more than 30 pounds of ear corn.

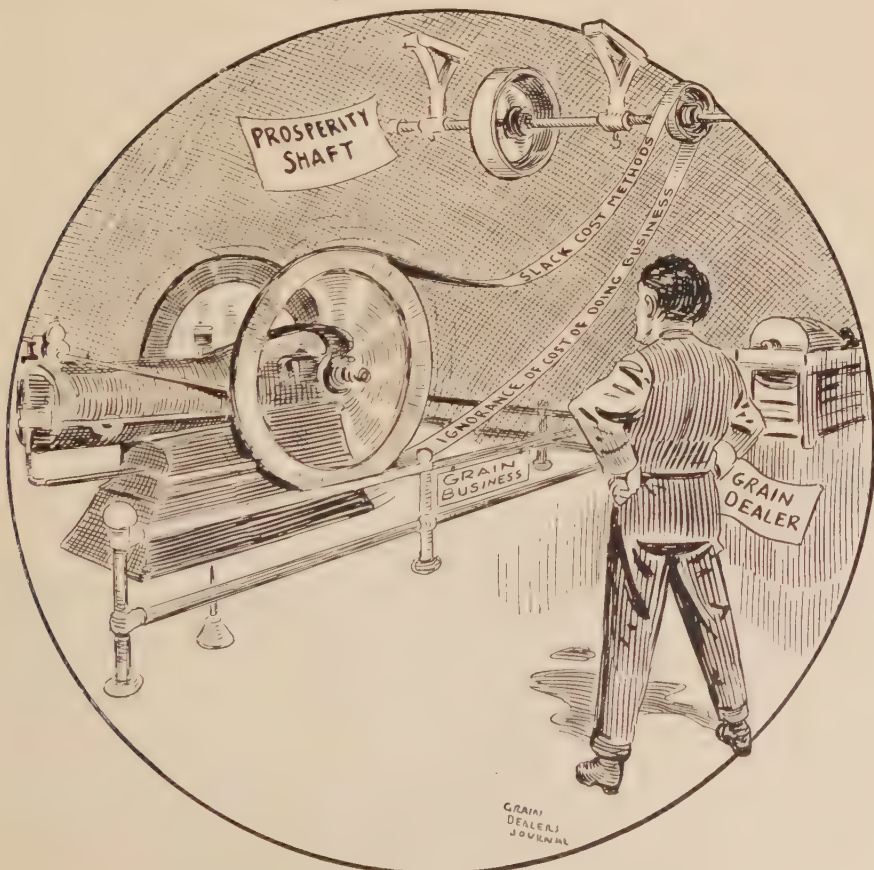
Nine States fix red top grass seed at 14 pounds a bushel. Virginia fixes it at 12 pounds, yet the clean seed weighs 30 pounds per bushel. Twenty States have a fixed bushel of 57 pounds for onions, while Minnesota has it 52 pounds, based on actual weight. You would find it impossible to get one-fourth of a bushel of parsnips into a peck measure.

The bushel in the U. S. ranges from 1925 inches and 2815 inches. There is no uniformity and there never will be until Congress makes mandatory standards. The barrel measure does not tie up to any standard. Sometimes it contains three Winchester bushels. The States will never establish uniformity in weights and measures. They have been trying for a hundred years and have made a mess of it."

WE ENJOY the Grain Dealers Journal very much.—W. D. Roe & Son, Sudlersville, Md.

THE MERITS of Kansas as a grain producing state are shown on a card sent to the trade recently by J. C. Mohler, sec'y State Board of Agriculture. Besides figures showing production of various items the card contains a beautiful engraving of a typical Kansas harvest scene.

A NEW TREATMENT of brewing barley is discussed by Dr. Robert Heuss in *Wochenschrift fur Brauerei*. Too much moisture enables microbes to spoil the barley besides being injurious to the finished beer, while drying prevents deterioration of grain containing too much water. To dry the barley carefully is of economic advantage to the brewer, and he should therefore install barley-drying apparatus.



The Grain Dealer with a Slack Belt Gets Deficient Results.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Cost of Handling Grain.

Grain Dealers Journal: In your Dec. 25 issue A. D. Willson says that at a station handling 75,000 bus. of grain the cost of handling is 4 cents a bushel, and that if any profit is to be made a margin of 5 cents must be taken.

Some time ago I submitted a statement showing that at the station handling 100,000 bus. I was compelled to take 3½ cents margin to show even a reasonable interest return. A number of my friends thought that I was letting imagination rule my decisions; this statement of facts from Mr. Wilson is reassuring and shows that dealers everywhere are becoming more anxious to have at least a few dollars set aside for the after years of their lives. I hope we may have many more reports of actual experience.—J. T. M.

Costs of Handling Grain.

Grain Dealers Journal: Your Nov. 25, 1914, issue shows a statement from A. D. Post, mgr. Farmers Elevtr. Co., Onawa, Ia., which would lead the casual reader to believe that the expense of handling grain outside of interest charges was only .01026 cent per bushel. A careful analysis of the statement will show that shrinkages and losses in transit were not included in the expense account, but were included in the statement showing the amount of profit from his grain sales. Estimating shrinkage and losses in transit at one-half of one per cent this elevator lost 1,623 bus. of grain, which at an average price of 65 cents would cause an expense of \$1,054.95, which adds practically one-third of a cent to the cost of handling grain. Dealers should not neglect to figure everything. Nothing is to be gained by deceiving yourself, Mr. Dealer, so why do it?—J. C. H.

Remedy for Overbidding.

Grain Dealers Journal: My letter to the Journal published on page 762, Nov. 25 number, has been commented upon by writers who assumed I was a regular dealer making complaint against my competitors because they will not stand to their agreements. I beg to inform the critics that they are wrong. I am a stockholder in and one of the original promoters of the Farmers Elevator Co. here, and I had the pleasure of being its first manager, a position I held for 6 years.

What I endeavored to say is that not to exceed 10 per cent of the wheat coming on the market will test 60 lbs., while the daily reports coming in from the surrounding stations show 80 to 90 per cent testing 60 lbs., which shows that the local managers are over testing, more especially where the local manager is working on a commission basis.

I am not finding fault or offering any remedy. I am stating facts as they exist.

There are no combines or price fixers in Kansas and my critic is the father of the thought. Every dealer pays what he can and have a small margin.—F. P. Hawthorne, McPherson, Kan.

A Dump Suggestion.

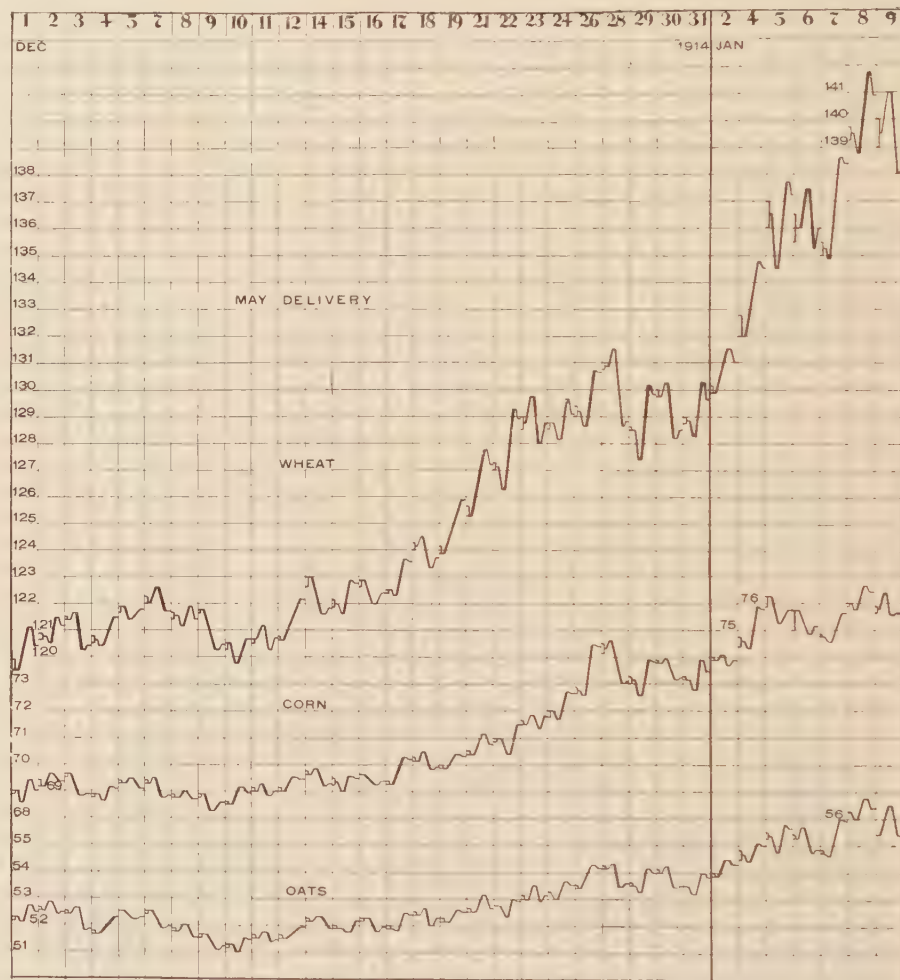
Grain Dealers Journal: The cast iron supports of the dump at my elevator snapped off one cold day recently when the front wheels of a wagon touched the track, and lock and all went down. To avoid a repetition of this snapping in cold weather I put a loop iron around the shaft which holds up the dump lock on each end, bringing the loop iron up thru the floor and bolting over a heavy iron plate.—Percy Reed, mgr., Kansas Flour Mills Co., Ada, Kan.

Affidavits Help Collect.

Grain Dealers Journal: With much corn moving at this season of the year, we have had quite a number of shortages to report to the railroads. We have never had any trouble in collecting for these losses in transit, as when we make out claim we accompany it with an affidavit of weight.—L. W. Peters, mgr., Wataga Elevator Co., Wataga, Ill.

Chicago Futures

Opening high, low and closing quotations on wheat, corn and oats for May delivery during December and part of January are given on the chart herewith.



Daily Closing Prices.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.													
	Dec. 24	Dec. 26	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Jan. 2	Jan. 4	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9
Chicago	129	130½	128¾	129¾	128½	129½	131	134½	137½	136	138¾	140½	138½
Minneapolis	124½	126	124½	125½	124¾	125½	127	130½	133½	131½	134	136½	134½
Duluth	126½	127¾	126¾	127½	126¼	127½	129½	132¾	134½	133¾	135¾	138½	136¾
St. Louis	126½	128	126¼	127¾	126¼	127	128½	131½	134½	132¾	135	137½	135½
Kansas City	121½	123½	121½	122¾	121½	122½	123½	127	129½	128½	130¾	134	131½
Milwaukee	129	130½	128¾	129¾	128½	129½	131½	134½	137½	136	138½	140½	138½
Toledo	132	133	131½	132½	131½	132	133½	137	139½	138½	140½	143	140½
*Baltimore	129	**	129½	130½	129½	131½	132½	136½	139½	138½	141½	143½	143
Winnipeg	127	**	126½	127½	127½	128½	**	132¾	134½	133¾	134½	137½	137½
MAY CORN.													
	Dec. 24	Dec. 26	Dec. 28	Dec. 29	Dec. 30	Dec. 31	Jan. 2	Jan. 4	Jan. 5	Jan. 6	Jan. 7	Jan. 8	Jan. 9
Chicago	72½	74¾	73	73¾	73½	73¾	73¾	75¾	75¾	75½	75½	76¾	75¾
Kansas City	71½	73¾	72½	73	72¾	72¾	73¾	74¾	74¾	74½	74¾	75¾	75¾
St. Louis	73	75	73½	74½	73½	74	74½	76¾	76¾	75¾	76¾	77	76¾

*December Delivery; Jan. 2 to 9, January Delivery.

**No Market.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

COLORADO.

Amherst, Colo., Jan. 4.—Present prospects for crops good this year.—H. L. Cooley, agt. Curtis Mills.

ILLINOIS.

Kewanee, Ill., Jan. 1.—Corn $\frac{1}{2}$ crop here.—C. A. Wylie.

Del Rey, Ill., Dec. 30.—Corn quality fine; graded No. 2 and 3.—Maddin Bros.

Stonington, Ill., Dec. 31.—Corn averaged 30 bus.; quality fair.—Corzine Grain Co.

Fillmore, Ill., Dec. 16.—Corn and oats almost a total failure in this vicinity.—M. F. Toberman.

Springfield, Ill., Jan. 9.—Wheat acreage for 1915 increased 6%; total acreage 1,239,560 acres; condition of growing crop on Dec. 1 was 95%; rye acreage 33,828 acres or a decrease of 3%; condition 96%. Corn acreage for 1914 was 6,633,356 acres; yield 30 bus. per acre; total yield 197,710,927 bus.; quality 83%.—State Board of Agriculture.

INDIANA.

Markle, Ind., Jan. 5.—Wheat well protected by snow; should be in excellent shape as there was no frost when snow fell.—J. F. Plice.

La Crosse, Ind., Dec. 30.—This locality has surely been blessed with fine crop of wheat, corn and oats this year; corn very fine quality.—W. F. Cook.

IOWA.

Hamburg, Ia., Dec. 21.—Corn averaged 25 bus., good quality. Fall wheat acreage decreased 50%; much of it sown so late that it is not sprouted.—J. R. Bentley.

KANSAS.

Pretty Prairie, Kan., Dec. 24.—Had about 4 in. wet heavy snow on growing wheat which is fine for it as it needed moisture badly; snow nearly all melted so that wind cannot drift it.—E. B. Schmitt, agt. Rock Mfg. & Elvtr. Co.

MICHIGAN.

Lansing, Mich., Jan. 7.—No damage to wheat during December according to 321 correspondents; 22 report some injury; 260 report ground well covered with snow; and 79 report not well covered.—Coleman C. Vaughan, Sec'y of State.

MISSOURI.

Bigelow, Mo., Dec. 28.—Corn averaged 40 bus.; fine quality. Fall wheat acreage same as last year; not looking well account sowing too late.—W. T. Crews, mgr. Bigelow Grain Co.

El Dorado Springs, Mo., Jan. 9.—Growing crop not looking as well as it did this time last year; has not the growth; acreage very large for coming season; if wheat does well there will be a large crop to harvest next summer; had good crop corn here this season and fair crop of oats.—J. E. Eichelberger.

MONTANA.

Montana, Jan. 5.—Almost the entire grain acreage of Shields River Valley was sown in wheat last year.—W. P. Ladd.

NEBRASKA.

Edgar, Neb., Dec. 31.—Fall wheat has been covered with snow for past month; think it is in good condition altho a little dry to go into winter.—A. D. Skinner, mgr. Farmers Commercial Ass'n.

OKLAHOMA.

Oklahoma, Jan. 2.—Winter wheat condition 81%; compared with 88% a month ago and 103% last year.—State Board of Agriculture.

OREGON.

Oregon, Jan. 2.—Corn acreage for 1914 was 500% greater than 1913; increase in quantity 700% and quality 35%.—C. L. Smith, Agriculturist of O. W. R. & N. Co.

Oregon, Jan. 2.—Snows in wheat belt have served to protect new grain which got good start late in fall.—E. F. Gaines, Cerealist at State Experiment Station, Washington.

SOUTH DAKOTA.

Delmont, S. D., Dec. 26.—No crops here.—J. M. Doyle.

Parkston, S. D., Jan. 9.—Corn crop in this vicinity fairly good, especially in eastern part of state; about 80% grades No. 2; is good dry sound corn. On the Platte and Armour Lines crop is very short; this is second short crop.—John Doering, mgr. South Dakota Grain Co.

TEXAS.

Troy, Tex., Dec. 22.—Heavy increased acreage of wheat and oats here; crop looks well.—The Maedgen Grain Co.

WASHINGTON.

Washington, Jan. 2.—Prospects bright for bumper wheat crop next year; snows in wheat belt of eastern part of state have served to protect new grain which got fine start late in fall with heavy rains and warm weather.—E. F. Gaines, cerealist at State Experimental Station.

Washington, Jan. 2.—Almost every acre in wheat belt will be in crop next year in anticipation of high prices for wheat. A bumper crop is in sight for 1915. Enuf corn could be raised in this state to feed all the live stock in Washington and it would no longer be necessary to bring animals on the hoof from Canada and other states.—R. B. Miller, Gen'l Traffic Mgr. O. W. R. & N. Co.

WYOMING.

Albany, Wyo., Dec. 22.—Increased area will be seeded coming season.—A. G. Richards.

Program Annual Meeting Council of Grain Exchanges.

The 6th annual meeting of the Council of Grain Exchanges will be held in the Board of Trade building at Chicago, Jan. 21 and 22, with afternoon sessions only, each day.

THURSDAY, 2 P. M.

President's Address—J. C. Murray, Chicago.

Secretary's Report—J. R. Pickell, Chicago.

Treasurer's Report—J. W. Snyder, Baltimore.

Educational Com'te Report—J. C. F. Merrill, Chicago.

B/L Com'te Report—Chas. England, Baltimore.

Transportation Com'te Report—Geo. H. Davis, Kansas City.

Uniform Rules Com'te Report—E. A. James, Chicago.

Crop Improvement Com'te Report—F. B. Rice, Chicago.

Election of Officers.

Informal Dinner at 6:30 p. m.

FRIDAY, 2 P. M.

"Year's Crop Improvement Work"—Bert Ball, sec'y Crop Improvement Com'te.

"How to Obtain a Larger Yield of Better Grain"—Prof. R. A. Moore, agronomist, sec'y Wis. Exp. Sta., Madison.

"How the County Agent and Farm Buro Improve Crops"—Prof. E. C. Johnson, state leader and supt. of extension, Manhattan, Kan.

An exhibit of identified seeds will be displayed in Room 7 on the main floor of the Board of Trade building, Jan. 19 to 22, showing varieties recommended by experiment stations of 12 leading grain states, and an exhibit of California barley from the Wheatland ranch of E. Clemens Horst.

Death of R. F. Cummings.

The unexpected death of Robert F. Cummings on the evening of Dec. 31 was a shock to his many friends, as he had been seen daily on the floor of the Board of Trade in apparent good health. He suffered a stroke of apoplexy while making plans for a New Year's celebration at his residence at Chicago.

Born near Worcester, Mass., in 1848, he came with his parents to Illinois in 1853, and after an education in the public schools of Wenona and at Lake Forest Academy, engaged in the grain business as assistant to his father at Clifton, Ill. Later he did clerical work for B. Fowler & Co., grain brokers, and in 1869 acquired an interest in the dry goods business of E. S. Fowler & Co., which he sold in 1877, to purchase the grain business of his father, A. B. Cummings, whom he succeeded at this time. In 1903 he incorporated as the R. F. Cummings Grain Co., which is the present name, with headquarters at Clifton, Ill.

The firm operated elevators at eight country stations in Illinois and Mr. Cummings held a membership in the Chicago Board of Trade, where he was at times active in the corn market. He enlarged his business by handling coal and farm implements, and acquired many acres of Illinois and Iowa corn lands.

Mr. Cummings was a director of the Grain Dealers' National Mutual Fire Insurance Co., of the First Trust & Savings Bank at Watseka, of the Martinton State Bank, Martinton, Ill., and vice-pres. of the Hyde Park State Bank, Chicago. For 10 years he was Mayor of Clifton.

A valuable collection of Pacific and Philippine Island curios was presented by him to the Field Columbian Museum, Chicago, and he was made an honorary member of the museum board. He was a member of the Art Institute and the Geographic Society and of several leading clubs. The funeral services were held at Chicago, and interment was at Clifton. A portrait of Mr. Cummings is given herewith.



Robt. F. Cummings, Clifton, Ill., Deceased.

Grain Movement

Reports on the movement of grain from farm to country elevator and shipments from interior points are always welcome.

COLORADO.

Akron, Colo., Jan. 3.—Wheat crop practically all moved in this section; no corn or oats will be shipped out.—Edw. T. Long, mgr. Farmers' Mlg. Merc. Co-operative Ass'n.

ILLINOIS.

Farina, Ill., Dec. 15.—No corn or oats to ship out.—Schmidt Bros.

Del Rey, Ill., Dec. 30.—Have taken in 40,000 bus. of corn.—Maddin Bros., per J. C.

Viola, Ill., Jan. 2.—Fair movement of oats; farmers holding corn for more money.—B. L. Christy.

Leonore, Ill., Jan. 5.—Crop movement pretty heavy just now; corn mostly sold.—H. W. Linder, mgr. Farmers' Elvtr. Co.

Kewanee, Ill., Jan. 1.—Practically no corn to move as feeders are paying 8 or 10c more than market at sales.—C. A. Wylie.

Wataga, Ill., Jan. 1.—Did fair business past season but much of corn is being fed or sold to feeders.—L. W. Peters, mgr. Farmers' Elvtr. Co.

Taylor Ridge, Ill., Dec. 26.—Practically no corn to move from this section; 25% of oats out of farmers' hands; below normal quantity of stock on feed.—J. C. Baker, mgr. Farmers' Elvtr. Co.

INDIANA.

Markle, Ind., Jan. 5.—Movement of grain light; farmers will hold as long as there are prospects for advanced prices.—J. F. Plice.

Poneto, Ind., Dec. 31.—Grain moving slowly; roads very icy; about 50% of corn in farmers' hands.—W. R. Smith, H. C. Arnold & Son.

IOWA.

Shipley, Ia., Jan. 4.—Not much grain moving here; farmers holding for better prices.—Shipley Grain Co.

Burlington, Ia., Jan. 7.—Business is good with a capital G. We are receiving and shipping an abundance of fine corn.—T. M. G. Co.

KANSAS.

Bloom, Kan., Dec. 23.—About 30% of wheat in country yet.—L. E. Webb, mgr. Southwest Grain Co.

MARYLAND.

Big Spring, Md., Dec. 19.—Grain not moving freely; expecting higher prices; nearly all farmers have sold part of crop.—B. F. Charles.

MICHIGAN.

Lansing, Mich., Jan. 7.—Total number of bus. of wheat marketed at 72 mills, 89 elvtrs. and to grain dealers during December is 339,361 bus. The estimated total number of bus. marketed in the 5 months, August-December, is 6,500,000 bus.—Coleman C. Vaughan, Sec'y of State.

MINNESOTA.

Minneapolis, Minn., Jan. 2.—Canadian railroads have made reductions of 5c per bu. in corn rates to Canadian northwest from Minneapolis, and big movement of corn is expected to that territory. This will enable the farmers there to feed corn this winter instead of oats, corn being the cheaper by about 10c per bu.

MISSOURI.

El Dorado Springs, Mo., Jan. 9.—Have shipped about 100,000 bus. of wheat from this point this season and have a good deal scattered around to be hauled in yet as we draw from a radius of 25 miles.—J. E. Eichelberger.

MONTANA.

Montana, Jan. 5.—In a trip thru the best grain and farming section of this state find that 90% of wheat in Judith Basin has been shipped; 85% of wheat, 75% of barley and 75% of oats in Gallatin Valley gone; and 80% of wheat in Shields River Valley has been moved. Think wheat has been sold closer at this time of year than any previous year as price was good and most of the farmers let go when they were playing safe and making money.—W. P. Ladd.

NEBRASKA.

Syracuse, Neb., Dec. 28.—Movement of all kinds of grain very light.—Farmers' Elvtr. Co.

Edgar, Neb., Dec. 31.—About 15% wheat back in farmers' hands; no corn to ship out but enuf raised for home consumption.—A. D. Skinner, Farmers' Commercial Ass'n.

NORTH DAKOTA.

Buxton, N. D., Jan. 2.—Grain movement has been pretty quiet; dealers have taken in to date about 60% of what they received on corresponding date last year.—O. Jore, agt. Thorpe Elvtr. Co.

OKLAHOMA.

Atoka, Okla., Jan. 2.—Grain and its products shipped in; cotton is our staple.—S. A.

Oklahoma, Jan. 2.—Farm reserves of wheat for state are 12,000,000 bus.; compared with 4,000,000 bus. a year ago; corn reserves 26,000,000 bus.; compared with 24,000,000 bus. last year; oats reserves 12,000,000 bus.; compared with 7,000,000 bus. last year.—State Board of Agriculture.

PENNSYLVANIA.

Avondale, Pa., Jan. 2.—Wheat in this section nearly exhausted and commanding premiums.—Pennock & Brosius.

WASHINGTON.

Seattle, Wash., Jan. 3.—The congestion at Pacific Northwest warehouses and piers continues to be acute. As fast as grain is loaded on vessels more arrives from the interior. A big fleet of sailing vessels is coming for grain and most of them are due to arrive in the next few days. These will take out large quantities for the United Kingdom and Europe. The high Atlantic rates are playing havoc with the Pacific trade, steamers being very difficult to obtain. With tonnage plentiful Pacific Coast exports would be all that could be desired. The prevailing rate from the North Pacific to Europe now is about 37s 6d. In some cases vessels have been taken for 40s and the rates are exceedingly strong.—D.

WYOMING.

Albany, Wyo., Dec. 22.—Outlook for grain trade better; mines opening up.—A. G. Richards.

Farmers have the holding tendency firmly fixed in their minds and it may be possible that they will not sell corn freely enough at any time on the crop so that receipts will reach a volume that will prove burdensome to primary markets. There is a growing belief that Illinois did not raise as large a crop as was estimated. This has excellent foundation in many sections, particularly central and southern Illinois, altho in the extreme northern part of the state the crop is much in excess of last year. Northern Iowa also has a very large yield and from these sections liberal receipts can be looked for when owners get ready to market their corn. In the balance of the belt consumption and feeders will absorb the movement readily. The Northwest will figure less as a factor, as elevator owners are buying all the corn coming to market and storing it.—W. H. Perrine & Co.

COB ROT of corn is explained by E. G. Arzberger in Ohio State Bull. 265. Experiments were started in 1911 to determine the cause of this disease and its effects upon the kernels, and the article by Mr. Arzberger gives the result of these experiments.

Rye Movement in December.

Receipts and shipments of rye at the various markets during December, 1914, compared with December, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Baltimore	1,357,908	173,442	1,202,460	.....
Minn'polis	832,250	466,230	808,180	422,420
Chicago	537,000	216,000	418,000	152,000
Duluth	324,596	18,161	316,609	.....
Omaha	122,100	4,400	90,000	21,000
Toledo	104,200	83,000	115,800	50,900
Kan. City	46,200	19,800	44,000	17,800
St. Louis	45,100	53,900	44,770	7,120
Cincinnati	41,809	59,363	15,012	40,570
Louisville	26,540	126,400	23,395	65,960

Barley Movement in December.

Receipts and shipments of barley from the various markets during December, 1914, compared with December, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	2,781,000	2,584,000	1,235,000	630,000
Minn'polis	2,652,100	2,421,810	2,881,880	2,362,860
Duluth	735,628	596,988	929,320	592,673
Baltimore	372,006	2,984	394,204	.....
St. Louis	304,200	311,450	10,690	5,160
Louisville	122,200	44,600	.....	.....
Kan. City	92,400	15,400	18,200	1,400
Omaha	77,000	26,600	5,000	1,000
Cincinnati	51,569	61,400	49	25
San Francisco (tons)	40,561	9,600	.....	.....
Toledo	40,000	11,000	115,800	50,900

Corn Movement in December.

Receipts and shipments of corn at the various markets during December, 1914, compared with December, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	25,835,000	13,842,000	9,234,000	3,058,000
Toledo	4,810,200	4,448,400	2,317,200	2,010,200
Omaha	3,247,200	7,381,200	2,609,200	5,149,100
Minn'polis	3,062,280	2,866,500	1,818,750	2,212,670
Baltimore	2,957,461	601,184	1,650,230	30,961
St. Louis	1,584,000	1,710,710	944,320	497,880
Kan. City	1,123,750	4,841,250	365,250	2,086,250
Cincinnati	887,604	1,060,829	639,749	573,022
Duluth	678,330	51,388	58	.....
Louisville	275,615	1,139,840	226,850	606,165
Wichita	240,900	266,400	160,000	127,800
San Francisco (tons)	721	491	.....	.....

Oats Movement in December.

Receipts and shipments of oats at the various markets during December, 1914, compared with December, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago	13,194,000	8,053,000	10,176,000	8,649,000
Toledo	3,585,600	4,604,400	2,469,100	3,471,800
Baltimore	2,914,545	205,716	3,370,494	10,080
Minn'polis	2,398,530	3,044,580	2,408,970	3,374,030
St. Louis	1,680,900	1,854,700	1,325,410	1,372,080
Omaha	1,275,000	1,217,200	1,498,500	1,530,000
Duluth	516,111	922,542	145,860	760,943
Kan. City	487,900	816,000	307,500	902,700
Cincinnati	403,503	528,131	193,128	319,742
Louisville	339,700	318,420	464,270	389,010
Wichita	14,700	21,000	10,600	9,000
San Francisco (tons)	1,838	3,192	.....	.....

Wheat Movement in December.

Receipts and shipments of wheat at the various markets during December, 1914, compared with December, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Minn'polis	12,533,250	12,143,420	2,679,610	2,486,530
Chicago	8,503,000	1,968,000	7,858,000	2,744,000
Toledo	6,857,000	5,587,000	4,240,800	2,815,000
Kan. City	5,775,300	1,260,000	4,072,050	1,224,000
Duluth	3,980,963	7,960,774	3,847,122	6,957,976
St. Louis	3,089,862	2,228,796	3,356,490	2,302,700
Omaha	2,984,400	1,077,200	2,672,400	1,448,400
Wichita	2,285,200	651,600	1,763,800	216,000
Baltimore	1,701,455	4,259,094	1,776,643	3,239,190
Cincinnati	543,505	323,230	234,209	237,040
San Francisco	470,160	1,233,300	.....	.....
Louisville	282,750	282,200	1,800	11,410
Galveston	.....	.....	7,262,649	134,275

I HAVE READ the Grain Dealers Journal for the last 5 years and have received from it much valuable information.—C. N. Ogden, Sheldon, Ia.

Grain Exports Heavy.

BALTIMORE loaded 5 full cargoes of rye on Dec. 29 for export to Europe.

DURUM WHEAT sold at Chicago Jan. 8 at \$2.07 for export to Italy, 7½c higher than the previous day.

BRITISH steamer Strathesk has been chartered to carry wheat from Puget Sound ports to the United Kingdom at 42s 6p.

STEAMER MALMANGER has been chartered to load grain on Jan. 10 at Boston for export to Scandinavian ports. About 75,000 bus. of wheat will be taken.

STEAMER DEMETERTON has cleared at Baltimore for the United Kingdom with a cargo of 387,280 bus. of oats. The grain is said to be for the use of belligerent armies.

OVER 3,000,000 BUS. of grain is waiting shipment to Europe at Portland. The Grand Trunk elevators are filled and 700 cars are in the yard unable to unload owing to lack of storage space.

GRAIN RATES from New York to England and other European ports increased from 4c to 17c per bu. from July 11 to Dec. 19, except in the case of Rotterdam, where rates increased from 6¼c to 30¾c per bu.

GALVESTON exported the extraordinary quantity 23,715,177 bus. of wheat from Sep. 1 to Dec. 31, 1914, compared with 1,434,137 bus. for the corresponding period of 1913.

PHILADELPHIA exported 621,181 bus. of grain during the week ending Jan. 2, cargoes being consigned to Lrith, Genoa and Glasgow. Sixteen vessels are now being loaded with 2,972,000 bus. of wheat, corn and oats for foreign export.

PORTLAND, Ore., exported during December 1,073,751 bus. of grain, all consigned to England. The tonnage was carried in 9 vessels, as follows: Zealand, Fomeranian, Glenstrae, Fremona, Vaderland, Iona, Manxman, Verdun, Pennine Range, and Frankmount.

NEW ORLEANS EXPORTED 8,083,028 bus. of wheat during December, 1914, compared with 622,500 bus. in December, 1913, and 43,505 bus. of oats compared with 1,284 bus. for the same month last year. Exports of wheat for the year were 31,492,168, compared with 14,387,990 in 1913; and oats, 1,368,266 bus., compared with 233,817 bus. for 1913.

RYE EXPORTS from the principal Atlantic ports for the week ending Dec. 26 were 249,000 bus.; compared with none for the corresponding week last year. Exports of barley from the same ports were 130,000 bus., compared with 209,000 bus. last year. Five vessels are reported loading rye at Baltimore for export, constituting the largest shipment of that grain ever made.

THE AMERICAN EXPORTERS' LINE is inaugurating a new steamer service between the United States and Scandinavia, under the American flag. The fleet will consist of 6 ships, each of 6,000 to 8,000 tons, and will handle freight between Copenhagen and New York touching en route ports in Norway and Sweden. Phelps Bros. & Co., New York, are furnishing particulars to the trade.

CORN exports will bear watching. The smallest exports ever recorded were for the week ending Oct. 16, 1913, only 6,405 bus. The smallest in 1914 were for the week ending June 18, 15,278 bus. On the new crop now coming forward the figures already are mounting in excess of recent years. Considering the foreign

necessities the record figures, for the week ending Feb. 1, 1909, 8,289,359 bus., may be surpassed.

The Grain Trade's Activity.

	1914.	1913.
WHEAT crop, U. S., bus.	891,017,000	754,380,000
Wheat receipts, primary markets, July 1 to Jan. 2, bus.	327,441,000	225,122,000
U. S. wheat exports, July 1 to Jan. 4, bus.	174,306,000	115,930,000
Argentine wheat exports, Jan. 1, 1914, to Jan. 4, 1915, bus.	37,333,000	107,934,000
Wheat, visible supply, Jan. 2, bus.	72,861,000	63,743,000
Canadian visible wheat supply, Jan. 2, bus.	15,505,000	23,800,000
Flour exports, July 1 to Jan. 4, bbls.	7,118,700	6,218,508
CATS crop, U. S., bus.	1,141,060,000	1,121,768,000
Oats receipts, primary markets, Aug. 1 to Jan. 2, bus.	155,881,000	117,257,000
U. S. oats exports, July 1 to Jan. 2, bus.	38,349,000	9,868,000
Oats visible supply, Jan. 2, bus.	32,956,000	26,909,000
CORN crop, U. S., bus.	2,672,804,000	2,446,988,000
Corn receipts, primary markets, July 1 to Jan. 2, bus.	126,685,000	120,006,000
Argentine corn exports, Jan. 1, 1914, to Jan. 4, bus.	135,331,000	194,028,000
Chicago Board of Trade Clearings, Jan. to December,	\$73,899,998.25	\$55,786,278.26
U. S. exports, December,	175,394,256	.....
U. S. imports, December,	65,400,000	.....
U. S. rye exports, July 1 to Jan. 1, 1915, bus.	6,117,000	627,000
U. S. barley exports, July 1 to Jan. 1, 1915, bus.	5,656,000	5,339,000

Exports of Grain, Weekly.

Week ending	WHEAT.		OATS.	
	1914.	1913.	1914.	1913.
July 4	3,794,000	3,358,000	470,000	550,000
July 11	5,758,000	3,535,000	672,000	647,000
July 18	5,087,000	2,130,000	474,000	444,000
July 25	7,711,000	4,199,000	277,000	207,000
Aug. 1	8,196,000	4,472,000	345,000	437,000
Aug. 8	4,347,000	6,278,000	384,000	118,000
Aug. 15	3,425,000	6,551,000	280,000	366,000
Aug. 22	9,286,000	5,731,000	612,000	218,000
Aug. 29	8,643,000	6,504,000	323,000	92,000
Sep. 5	9,049,000	3,984,000	769,000	278,000
Sep. 12	7,440,000	3,356,000	2,746,000	157,000
Sep. 19	5,230,000	2,812,000	2,660,000	138,000
Sep. 26	6,483,000	3,245,000	2,570,000	94,000
Oct. 3	8,304,000	4,245,000	4,078,000	147,000
Oct. 10	6,368,000	4,135,000	1,611,000	68,000
Oct. 17	4,291,000	4,620,000	2,000,000	165,000
Oct. 24	4,917,000	4,611,000	1,696,000	2,000,000
Oct. 31	5,691,000	4,777,000	2,167,000	1,696,000
Nov. 7	5,866,000	4,374,000	1,845,000	91,000
Nov. 14	7,585,000	5,472,000	1,728,000	134,000
Nov. 21	5,767,000	4,871,000	2,219,000	148,000
Nov. 28	5,874,000	4,061,000	1,819,000	202,000
Dec. 5	9,381,000	3,161,000	1,428,000	7,000
Dec. 12	5,515,000	4,598,000	933,000	173,000
Dec. 19	9,492,000	3,895,000	1,772,000	149,000
Dec. 26	5,199,000	3,329,000	1,754,000	91,000
Jan. 4	5,807,000	3,626,000	717,000	51,000

Tot. 174,306,000 115,930,000 38,349,000 9,868,000

WE HAVE READ the Grain Dealers Journal for 12 years and cannot get along without it. Everyone in the grain business ought to read it.—Maddin Bros., Del Rey, Ill.

De Forest Fiazzek President at Kansas City.

De Forest Fiazzek was unanimously elected president of the Kansas City Board of Trade on Jan. 5, after holding the offices of Director, Second Vice-pres., and First Vice-pres.

Mr. Fiazzek was born at Valley Falls, Kan., in 1867, and has devoted practically all of his life to the grain business. Prior to 1893, he operated 15 stations from Valley Falls, but in that year moved to Kansas City, organizing the Kemper Grain Co., with W. T. Kemper. Mr. Kemper's interests were later taken over by Mr. Fiazzek and two associates, the business continuing under the old name. For the last 9 years, a branch office of the Kemper Grain Co. has been operated at Wichita, in charge of E. F. Beyer.

Like all really big men, Mr. Fiazzek has a hobby—he believes that if the grain trade can be educated properly to understand the basic functions of its own business, it will less often be annoyed with attacks by alleged politicians. In his new position Mr. Fiazzek's ambition is to administer the affairs of the Kansas City Board of Trade with the single idea of fairness and clean dealing. A portrait of the new president is given herewith.

FLAG SMUT of wheat is described by G. P. Darnell-Smith in Agr. Gaz. N. S. Wales, 25, 1914, with what the author considers as the best method of preventing or curing. It is suggested that the wheat be dipped for 5 minutes in a solution of water with 2% copper sulphate followed by immersion in lime water for 5 minutes.



De Forest Fiazzek, Pres. Board of Trade, Kansas City, Mo.

War Affecting the Grain Trade.

NORWAY has forbidden the exportation of flaxseed, cottonseed or soy beans.

A SCARCITY of vessels is reported at Liverpool and freights have advanced from 37s 6d to 43s.

NEW SOUTH WALES wheat crop has been taken over by the Australian government at \$1.25 per bu.

OCEAN FREIGHT rates on wheat from Argentine ports to Rotterdam have been increased to 45c per bu.

ITALY has extended the period of reduced import duty on wheat to June 30 as reserves are light. Buying from foreign nations continues.

OCEAN FREIGHT rates on Argentine corn have advanced and on Dec. 31 were quoted at 33 $\frac{1}{4}$ c per bu. to the Mediterranean for February and March shipment.

THE INDIAN government has restricted exports of wheat to 100,000 tons from Dec. 1 to Mar. 31, 1915, all of which will be allotted various British possessions.

DUTCH STEAMER Rotterdam from New York was seized recently by authorities at Genoa, Italy, upon the discovery of copper and munitions of war under a cargo of grain.

THE DUTY on flour in Belgium made from grain imported by the American relief com's'ns has been removed by the German administration, rendering less difficult the maintenance of the civil population.

AMERICAN STEAMSHIP Pathfinder cleared from Galveston on Dec. 25 with a cargo of 6,650 bales of cotton for Germany. The rate on this cotton was \$3 per 100 lbs., compared with a rate of 35c per 100 lbs. a year ago.

STARCH FACTORIES have been running part time or have been closed since the war broke out. Exports have fallen off to a third. For October exports of starch were 1,936,288 lbs.; against 4,682,357 lbs. in October, 1913. Since July some starch factories have not turned a wheel.

DEMAND FOR OATS from Atlantic ports for export to France has increased the rate to 14 $\frac{1}{2}$ c per bu. Some vessels are asking 15 $\frac{1}{4}$ c. The British government has not released any of the vessels it is using as army transports, this partly accounting for the scarcity of ocean room.

SVENSKA TRUST Co. has been established at Stockholm, for the prompt supplying of goods from Sweden to Russia by way of Gefle and Raumo. The transportation by the new route costs 3 times more than formerly the company is said to have had a \$250,000 business in its first week.

THE BRITISH government has waived its right of appeal from the decision of the Prize Court on the cargo of the Miramichi. The wheat in the cargo was paid for by the British government and waiving its right of appeal is expected to result in settlements with those interested in the cargo.

AUSTRIAN BAKERS are lamenting the removal of the duty on wheat, claiming they are not benefiting thereby to the same extent as the grain trade. Bakers have petitioned the government to prevent the machinations of the wholesale grain trade, saying that otherwise they can not continue selling bread at arbitrary prices. When Roumania discontinued exportation of flour the price in Austria jumped 60c per 220 lbs., and is now selling in excess of \$14 per quintal (220.46 lbs.).—U. S. Consul R. C. Busser, Trieste.

DURING NOVEMBER the northeast coast of England reported orders placed for 40 vessels, and the Clyde reported 25. The month was unprecedented in the matter of orders for new ships with a good demand for second hand tonnage.

EXPORTS from United States to Europe and the creation of credit indicate that the balance of trade in favor of the U. S. will shortly be so great that credit must be established thru the sale of English held securities. Exchange in London is now quoted at \$4.84, the lowest for the last 7 months.

THE PRUSSIAN government, with the co-operation of the corn trade, has organized a war cereals society to purchase large quantities of bread and cereals and supervise their consumption during the critical months just before harvest. Present stocks are between 15 and 20% below requirements.

SWEDISH GOVERNMENT will purchase 120,000 tons of wheat as a reserve. This is about a two months' supply and the cost will be \$4,000,000 of which \$1,185,000 has been placed at the disposal of a purchasing com's'n. The balance of the fund is to be obtained in January and February.—Ira Nelson Morris, American Minister.

SWEDEN'S grain crops, especially oats and barley, are very short owing to the unusually dry weather, and are not sufficient for home consumption. This has caused the government to prohibit the export of all grain, vetches, peas, etc., as the present conditions in Europe makes importing very difficult.—Algot Holmberg & Son, Norrköping, Sweden.

EFFECT OF WAR ON England for 1914 is a decrease in exports of \$475,000,000, and in imports of \$355,000,000. December imports fell off \$20,000,000 and exports \$85,000,000. An increase in the imports of food stuffs amounting to \$40,000,000 was offset by a decrease of \$55,000,000 in raw materials and manufactured goods, \$30,000,000 of which was cotton.

STEAMER ELMONTE, with 6,000 bales of cotton from Galveston, arrived in Bremen Jan. 1 after the American skipper, Capt. Pinchin, had piloted his craft from the Hook of Holland without mine maps. Local pilots refused to assist him owing to the danger of mines and the American amazed Germans by picking his course without assistance of any kind.

THE FIRST RELIEF cargo sent by the Belgian Food Relief Com's'n to Rotterdam was unloaded in 20 hours and immediately shipped by rail to all of the principal points in the country. Captain McCarty, who transported the cargo, has returned to New York with his steamer, the Masapequa, and says officials of the government were at Rotterdam to welcome the vessel on arrival.

A DEMAND that Great Britain discontinue seizures of American exports was made Dec. 28. The document was in preparation more than a month, and Pres. Wilson gave 2 weeks' time to revising its phraseology minutely, to show that England's unwarranted activity on the seas has been directly responsible for the depression of many American industries. It asks for definite information as to Great Britain's attitude in order that such measures may be taken as will protect Americans in their rights. "Foodstuffs," it states, "with a hostile destination can be considered contraband of war only if they are supplies for the enemy's forces. It is not sufficient that they are capable of being so used; it must be shown that this was in fact their destination at the time of seizure."

DEARTH of home grown feedingstuffs renders the live-stock industry of Ireland dependent upon importations for stock food. Imports of maize for this purpose in 1913 were valued at \$20,216,000 and imports other feed amounted to \$6,000,000. It is estimated that home grown wheat would supply Irish consumption only 3 weeks of each year, and imports of that grain in 1913 amounted to \$29,189,034.—U. S. Consul Wesley Frost, Cork.

OVER 60,000 LBS. of Texas cottonseed flour has been shipped to Belgium for the relief of war sufferers, with full instructions for use in bread making. The steamers St. Kentigern clearing from New York and the Ferrona from Philadelphia are also bound for Belgium with various foods to the value of \$650,000. Up to Dec. 7, 14 relief ships have arrived in Rotterdam with cargoes totaling 31,882 tons valued at \$1,617,693. The contents have been delivered to people in 11 provinces and 8 large cities.

THE WAR RISK insurance bureau of the U. S. Treasury reports rate of insurance between United States and its possessions and non-belligerent ports of the western hemisphere as $\frac{3}{8}$ %. To other non-belligerent ports and not north of Havre nor east of Sicily, $\frac{5}{8}$ %, and to all other ports 1%. Time policies will be issued for a period of 90 days only at the rate of 1 $\frac{1}{2}$ %, which is reduced to $\frac{3}{4}$ % if the insured agrees to a warranty reading, "Warranted using only non-belligerent ports in the western hemisphere." All rates are subject to change without notice.

THE DEPARTMENT OF STATE is advised that the treasury department has authorized the collector of customs at Savannah, Ga., to have vessels bound to foreign ports loaded under supervision or inspection of the customs officials upon application in writing by the owners or agent of the vessels or the exporters and to give an appropriate certificate of cargo as shown in the manifests. The customs officials, however, will not attempt to determine or certify whether any part of the cargo is or is not contraband of war. Doubtless the same authority will be extended by the treasury department to the customs officials at all ports wherever desired. Complaints have been made that in some instances the ship's manifest does not contain all the cargo aboard, and this action of the treasury department is no doubt in response to these complaints.—Department of State.

THE INTERNATIONAL COM'S'N with executive offices at India House, Kingsway, W. C., England, is handling all matters relating to the purchase and export of food supplies, munitions of war, and field equipment for the French, Belgian, Russian and Servian governments. Application for permission to export materials to these governments, when such exports have been forbidden by Great Britain, should be addressed to the Com's'n, but that body will only consider these applications when accompanied by evidence as to their origin. Having granted permission to export, the Com's'n will make the necessary arrangements with Customs Authorities for clearance of the cargoes upon arrival. The following information must be given the Com's'n: Nature and quantity of goods to be shipped; name and address of consignee; name and address of consignor; port and approximate date of shipment; ship or line by which shipment is to be made; port of discharge, and marks on packages, if any.

Grain Grades Act Passed by House

House Bill 17971, introduced July 18th, 1914, by Representative Ralph W. Moss of Indiana, has finally been passed by the Lower House by the overwhelming vote of 220 to 16. The provisions of this bill have been presented to the house in several different bills, all of which were given extensive notice in the Journal last year.

The original draft of this bill provided for an appropriation of \$375,000, but unfortunately this amount has been reduced to \$100,000, which is not sufficient to carry on the work in a way that would make the service of any value whatever to the grain trade. With such a small appropriation, the Department can do little more than continue its work of establishing standards, and will have nothing left to carry on the supervision of the grading of grain, under the Federal rules in the different markets. Inasmuch as there remains less than two months of the present Congress, much active work must be done with the Senate if the bill receives any consideration whatever.

It would seem, however, that the trade would be much better off without the Grain Grades Act, unless ample funds are provided for its being carried out to the letter. The Federal Corn Grades are now being used in many different markets, but frequent complaints are registered against the variation in the grading of the same and similar samples by different inspection authorities. It must always be so, until some recognized authority supervises the grading done by the different departments, and assists them in the maintenance of uniform standards.

House Bill 17971, which was reviewed extensively in the July 25th Journal, is given in its entirety herewith:

A BILL

For securing the uniform grading of grain, preventing deception in transactions in grain, and regulating traffic therein, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act shall be known by the short title of the "Grain Grades Act."

Sec. 2. That the Secretary of Agriculture is hereby authorized to investigate the handling, grading, and transportation of grain and to fix and establish as soon as may be after the enactment hereof standards of quality and condition for corn (maize), wheat, rye, oats, barley, flaxseed, and such other grains as in his judgment the usages of trade may warrant and permit. In promulgating the standards the Secretary shall specify the date or dates when the same are to become effective, and shall give public notice, not less than sixty days in advance of such date or dates, by such means as he deems proper.

Sec. 3. That the standards so fixed and established shall be known as the official grain standards of the United States.

Sec. 4. That whenever standards shall have been fixed and established under this Act for any grain no person thereafter shall ship or deliver for shipment from any State, Territory, or District or through any other State, Territory, or District, or to any foreign country, any such grain which is sold or offered for sale by grade unless the grade by which it is sold or offered for sale be one of the grades fixed therefor in the official grain standards of the United States, and the grain shall have been inspected and graded by an inspector licensed under this Act, and the grain conforms to the standard fixed and established for the specified grade: Provided, That any such grain not sold or offered for sale by grade may be sold, offered for sale, shipped, or delivered for shipment by sample or by type, or under any name, description, or designation which is not false or misleading, and which name, description, or designation does not include in whole or in part the terms of any official grain standard of the United States: Provided further, That any such grain sold or offered for sale by one of the grades fixed therefor in the official grain standards may

be shipped from any place at which no inspector licensed under this Act is located to or through any place at which such an inspector is located, subject, under such rules and regulations as the Secretary of Agriculture shall prescribe, to be inspected at the place to which shipped, or at the place through which shipped for inspection, and subject further to the right of appeal from such inspection, as provided in section six of this Act: And provided further, That any such grain sold or offered for sale by any of the grades fixed therefor in the official grain standards may, upon compliance with the rules and regulations prescribed by the Secretary of Agriculture, be shipped from a place at which there is no inspector licensed under this Act to a place at which there is no such inspector, subject to the right to refer any dispute as to the grade of the grain to the Secretary of Agriculture, who may determine and certify the true grade thereof: And provided further, That variations from the official grain standards may be permitted under such rules and regulations as the Secretary of Agriculture shall prescribe. No person shall in any certificate or in any contract or agreement of sale or agreement to sell by grade, either oral or written, involving, or in any invoice or bill of lading or other shipping document relating to, the shipment or delivery for shipment, in interstate or foreign commerce, of any grain for which standards shall have been fixed and established under this Act describe, or in any way refer to, any of such grain as being of any grade other than a grade fixed therefor in the official grain standards of the United States.

Sec. 5. That no person shall certify or otherwise represent that any grain which has been shipped or delivered for shipment in interstate or foreign commerce is of a grade fixed in the official grain standards unless the same conforms to the standard fixed therein for that grade, or is within the variations from that grade permitted by the rules and regulations prescribed by the Secretary of Agriculture under section four of this Act; and the Secretary of Agriculture is authorized to cause examinations to be made of any grain for which standards shall have been fixed and established under this Act, and which has been certified to conform to any grade fixed therefor in such official grain standards, or which has been shipped or delivered for shipment in interstate or foreign commerce. Whenever, after opportunity for hearing is given to the owner or shipper of the grain involved, and to the inspector thereof if the same has been inspected, it is determined by the Secretary that any quantity of grain has been incorrectly certified to conform to a specified grade or the authorized variations therefrom, or has been sold or offered for sale under any name, description, or designation which is false or misleading, he may publish his findings.

Sec. 6. That whenever standards shall have been fixed and established under this Act for any grain and any quantity of such grain which has been sold, offered for sale, shipped, or delivered for shipment in interstate or foreign commerce shall have been inspected and a dispute arises as to whether the grade as determined by such inspection of any such grain in fact conforms to the standard of the specified grade, any interested party may appeal the question to the Secretary of Agriculture, and the Secretary of Agriculture is authorized to cause such investigation to be made and such tests to be applied as he may deem necessary and to determine the true grade: Provided, That any appeal from such inspection to the Secretary of Agriculture shall be taken before the grain leaves the place where the inspection appealed from was made and before the identity of the grain has been lost, under such rules and regulations as the Secretary of Agriculture shall prescribe. In such cases the Secretary of Agriculture shall charge and assess, and cause to be collected, reasonable fees in amounts to be fixed by him. All such fees shall be deposited and covered into the Treasury as miscellaneous receipts. The findings of the Secretary of Agriculture as to grade, made after the parties in interest have had opportunity to be heard, shall be accepted in the courts of the United States in all suits between such parties, or their privies, as prima facie evidence of the true grade of the grain determined by him at the time and place specified in the findings.

Sec. 7. That no person authorized or employed by any State, county, city, town, board of trade, chamber of commerce, corporation, society, or association to inspect or grade grain shall certify, or otherwise state or indicate in writing, that any grain

which has been inspected or graded by him, or by any person acting under his authority, is of one of the official grades of the United States, unless he holds an unsuspended and unrevoked license issued by the Secretary of Agriculture authorizing him to inspect and grade grain for interstate and foreign commerce. The Secretary may issue a license to any person upon presentation to him of satisfactory evidence that such person is competent to inspect and grade grain: Provided, That in States which have State grain inspection established by law the Secretary of Agriculture may, in his discretion, issue licenses to persons duly authorized and employed to inspect grain under the laws of such States at the time this Act goes into effect. Any such license may be suspended or revoked whenever the Secretary of Agriculture is satisfied that the holder thereof has failed to grade grain correctly, in accordance with the official grain standards of the United States, or has violated any provision of this Act or of the rules and regulations made thereunder, or that the license has been used for any improper purpose whatsoever.

Sec. 8. That the Secretary of Agriculture shall, from time to time, make such rules and regulations as he may deem necessary for the efficient execution of the provisions of this Act.

Sec. 9. That every person who shall violate any provision of this Act or of the rules and regulations made hereunder shall be deemed guilty of a misdemeanor, and, upon conviction thereof, shall be fined not exceeding \$200 for the first offense and for each succeeding offense not exceeding \$1,000. After judgment by the court notice thereof shall be given by publication in such manner as the Secretary of Agriculture may prescribe.

Sec. 10. That every person who forcibly assaults, resists, impedes, or interferes with any officer or employee of the United States Department of Agriculture in the execution of any duties authorized to be performed by this Act or the rules and regulations made hereunder shall, upon conviction thereof, be fined not less than \$100 nor more than \$1,000, or be imprisoned not less than one month nor more than one year, or be punished by both such fine and imprisonment.

Sec. 11. That the word "person" wherever used in this Act shall be construed to import the plural or singular, as the case demands, and shall include individuals, corporations, companies, societies, and associations. When construing and enforcing the provisions of this Act, the act, omission, or failure of any official, agent, or other person acting for or employed by any corporation, company, society, or association within the scope of his employment or office shall, in every case, also be deemed the act, omission, or failure of such corporation, company, society, or association, as well as that of the person.

Sec. 12. That there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$275,000, which shall be available until expended, for the expenses of carrying into effect the provisions of this Act, including rent and the employment of such persons as the Secretary of Agriculture may deem necessary in the city of Washington and elsewhere.

I HAVE ALWAYS read the Grain Dealers Journal with much interest and profit.—W. W. Eaton, retired mgr., Panora Farmers Elvtr. Co., Panora, Ill.

FOREIGN Bs/L, when shipment is made direct from the United States without an inland haul, are not taxable under the new revenue stamp law, but if there is any inland haul by a common carrier the stamp must be affixed.

The Treasury Dep't has directed that an appeal be made from the decision of the Board of Appraisers involving the classification of so-called wheat product from Germany, held free of duty altho from a country imposing a duty on wheat when imported from the United States.

"ORIGINAL COPY duly stamped," or words to that effect, must be stamped on all duplicate Bs/L, according to the Treasury Dep't's interpretation of the internal revenue tax law. Foreign Bs/L for direct shipment from the United States without an inland haul are not taxable.

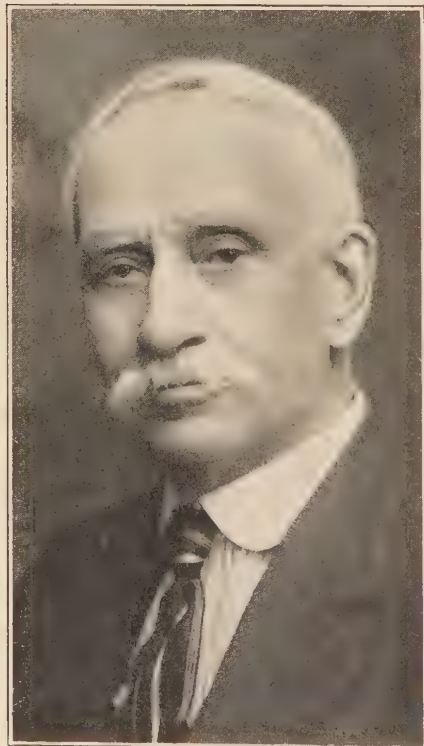
W. A. Fraser Dead.

William Alexander Fraser was born at New Haven, Conn., Feb. 12, 1837, and being left an orphan at 10 years of age, was sent to live on his uncle's farm near Columbus, O. He obtained his education in the district school, of which he became a teacher, later gaining a business experience in several general merchandising stores in southern Illinois and Missouri.

When the civil war broke out he enlisted in the Union army at Oneida, Ill., but being rejected on account of his slight build was assigned to the commissary department under General John C. Fremont. By his kindly endeavors to be of service to others he won the love and high esteem of all with whom he came in contact, and the warm personal friendship of General Phil Sheridan.

In 1865 Mr. Fraser embarked in the grain business at Woodhull, Ill., and at the same place was married in December, 1869, to Miss Anna Kingdon, and resided at Woodhull until his removal to Galesburg in 1891. At this time he became a member of the Chicago Board of Trade and purchased of H. Higgins his grain business at Chicago and line of 9 elevators in the country. This venture was highly successful. He purchased 5 additional country elevators and established branch grain offices at Peoria, St. Louis and Minneapolis, and did a general grain receiving business.

Much of Mr. Fraser's thought and time in late years was given to the development of immense tracts of land he had purchased near Houston, Tex., for rice and Satsuma orange plantations, corn and alfalfa lands in southwest Kansas and durum wheat farms in North Dakota. He was a great believer in the future prosperity of the United States and in the great value and productiveness of western land. He employed a land expert during the past three years to plan a practical and systematic development for the intensive cultivation of these lands in small tracts.



W. A. Fraser, Chicago, Ill., Deceased.

In March, 1914, owing to the stringency of the money market the firm, which had been incorporated as the W. A. Fraser Co., found it necessary to conserve its heavy holdings of low grade grain in elevators and warehouses at Chicago and Hammond, Ind., by appointing a receiver, which was a great disappointment to Mr. Fraser. Despite his advanced age he went to work manfully and hopefully to bring about an early and honorable adjustment of the company's affairs, but the chafing under the tedious court delays undermined his health, until recently he began to suffer from attacks of indigestion, the last attack ending his life suddenly on New Year's Eve at his home at Chicago. The funeral services were held at Galesburg Jan. 4, where he was interred in the family plot.

He is survived by the widow, two daughters, Eudora and Mrs. Lapham, and one son, Wm. Alexander Fraser, Jr. A portrait of Mr. Fraser is given herewith.

Kansas City Cuts Down Time to Call for Re-inspection.

The members of the Kansas City Board of Trade on Dec. 28 made the shippers to that market a New Year's gift in the form of a desirable amendment to the rules of the Board governing re-inspection of grain bot by grade on the floor of the Exchange or on contract.

The rule has been fair, but contained a clause "unless otherwise agreed," which was taken advantage of by buyers generally to specify in the card bids that they reserved the privilege of re-inspecting when placed at the elevator for unloading.

Under the rule as amended the purchaser must accept or reject before 1 o'clock p. m. of the second succeeding business day. This amendment places the Kansas City buyers in line with those of other leading markets on re-inspection. The new rule follows:

Sec. 11. Purchasers of commodities sold in car lots upon the open Board during trading hours upon which samples are exposed shall be deemed to have purchased by sample and grade, and a purchaser of commodities bought of members may have the cars tendered as a delivery upon such contracts, sampled by an official sampler.

If such sample shall appear to the purchaser to be of an inferior quality to that of the sample and grade upon which the purchase was made, the purchaser may notify the seller thereof and reject the car by one o'clock p. m. of the second succeeding business day, and the purchase shall be adjusted as provided hereinafter. But if the rejection is not so made, the purchase shall be construed to be agreed to by both parties and be final. Provided, always, that if the car, on account of loading, or if for any other cause the sampler can not make proper sample (and the certificate of the sampler to that effect shall be proof sufficient), and the purchaser shall so notify the seller by one o'clock p. m. of such second day the time of sampling, and rejection shall then extend to such time as proper sampling can be made, provided the car remains within the jurisdiction of this Board. Provided, further, that any charges accruing on account of inability to secure such sample shall be paid by the seller. If such car is shipped beyond the jurisdiction of this Board before such sample is secured, it shall be construed that the purchaser waives the right to sampling and rejection.

In all cases of rejection, either buyer or seller may call for reinspection, and the purchase and sale, except on grain to arrive or grain to be delivered from Kansas City elevators, shall be completed on the basis of the reinspection at a price conforming to the average market difference between the original sample and grade and the sample and grade on reinspection. Provided, that "plugging" a car shall be evidence of fraud and operate to except such car from the privileges of this rule. Provided, further, that purchasers of grain to arrive or grain to be delivered from elevators shall receive in fulfillment of such contracts only the grade purchased.

Grain Carriers

BLOOM, KAN., Dec. 25.—The car shortage is still bad here.—L. E. Webb, mgr., Southwest Grain Co.

CAR SHORTAGES are reported on the Mo. Pacific and Frisco railways and Kansas elevators are congested with wheat as a result.

EASTERN RAILROADS, recently granted a 5% increase in rates, will file the advance schedules Jan. 20, to become effective Feb. 1.

AN ORDER for 200,000 grain doors has been received by the Santa Fe shops at Cleburne, Tex., a large part of which will be sent to Kansas.

OSCEOLA MILL & Elevtr. Co., Osceola, Wis., is seeking to recover \$5 of two railroads on account of a charge for bulkhead in a car of oats and spelts.—P.

A 100-FT. BARGE has been purchased by the Owensboro Grain Co., Owensboro, Ky., for carrying grain on the Ohio river. The barge is 22 ft. wide and cost \$1,500.

RAILWAYS of the United States constructed only 1,532 miles of road in 1914, compared with 3,071 miles in 1913. The 1914 mileage was the smallest since 1895.

THE PROPOSED INCREASE in rates on grain from E. St. Louis, Ill., to southeastern points, milled in transit, has been suspended until April 22, by the Interstate Commerce Com's'n.

VESSELS ADDED to American registry since enforcement of the act of Aug. 18, 1914, and prior to Jan. 2, number 105, with a gross tonnage of 373,840. These vessels are all foreign built.

THE 5% ADVANCE in rates on grain and grain products from St. Louis to trunk line territory becomes effective Jan. 20 and the St. Louis traffic bureau is working on a circular to show the new figures.

INTERSTATE COMMERCE COM'S'N has sustained the railroads operating in the Pittsburgh district in their refusal to provide the transit privileges requested by the Grain and Hay Exchange of Pittsburgh.

LACK OF VESSELS has caused a reserve of 2,000,000 bus. of wheat at Portland, Me. Boats en route to that port are taking the southern route to avoid icebergs, and one steamer, the Sebek, is reported ashore.

DEMURRAGE on grain held at Galveston was discussed at a recent meeting of general managers of the railroads entering that port, and an amicable adjustment of the long disputed issue is expected in the near future.

CAR FERRY service between Key West, Fla., and Havana was installed by the Peninsular & Occidental Steamship Co. Jan. 7. Rates were advanced 1c per 100 lbs. on grain, the new rates including marine insurance.

TEN VESSELS were reported loading grain at New Orleans, La., recently in one day, 7 taking full cargoes. The following day nearly 900,000 bus. of wheat cleared from the port, the largest day's shipment of wheat in the history of New Orleans.

INTERSTATE COMMERCE COM'S'N has taken testimony at Baltimore in the case of H. C. Jones & Co., grain exporters, against the Nor. Central Ry., for alleged unreasonable demurrage rates on 10 carloads of hay shipped in August and September, 1912.

PROPOSED ADVANCED rates on western railways will be considered by the Interstate Commerce Com'n, in session at Chicago, from Feb. 15 until Mar. 13, and shippers will be given an opportunity to present evidence in rebuttal of the evidence of the railways.

THE EMBARGO of the A., T. & S. F. Ry., on wheat at Galveston, Tex., will remain in force until Feb. 1, according to advices from the office of the president. Only 100 cars per day are being provided for and on Jan. 1, 4,000 cars were on track at the port owing to lack of vessels.

UNION STEAMSHIP Co. has completed its contract to transport 100,000 bus. of grain from Vancouver to New Zealand, the Norwegian steamer Hornelen being chartered to carry the last 3,000 tons. The steamers Waitamata and Niagara are now en route with full cargoes of grain.

TWO DIESEL MOTOR vessels to ply between Christiania and Pacific ports from the Panama canal to Victoria, have been contracted for by Fred Olsen, shipowner of Christiania, Norway. The vessels will have a tonnage of 11,000 and the contract price is \$1,876,000. Delivery of the first is to be made early in 1915.

C. C. McCAIN, chairman of the Eastern Trunk Lines Ass'n, recently granted a 5% increase in certain rates by the Interstate Commerce Com'n, has filed scales of rates to points between New York and Chicago, these to become effective Jan. 15. Other scales have also been filed with the Com'n, to become effective Feb. 1.

THE INTERSTATE COMMERCE COM'S N has authorized certain rate advances in the southwest subject to western classification. The amounts range as high as 3%, and will apply between the southwest and central freight ass'n territory. The cities affected are Louisville, Cincinnati, Dayton, South Bend, Detroit, Cleveland and Pittsburgh.

UPDIKE GRAIN Co., Omaha, has complained to the Interstate Commerce Com'n against grain rates on C., M. & St. P. Ry. to Council Bluffs and other Iowa points, alleging they are unreasonable, and requesting the establishment of the following rates: 9.6, 9.9 and 10 cents to Council Bluffs, Ashton, Hospers and Sheldon.—P.

THE 1914 PRODUCTION of freight cars, including Canadian output, was 104,541, compared with 207,684 in 1913, and 152,429 in 1912. In 1914, 2,235 locomotives were built, compared with 5,332 in 1913, and 4,915 in 1912. *Railway Age Gazette* reports that 80,264 freight cars were ordered in 1914 compared with 234,758 ordered in 1912.

THE PROPOSED ADVANCE in minimum weights on grain east of Chicago and to points east of the Buffalo-Pittsburgh line in eastern Trunk Line Territory has been suspended by the Interstate Commerce Com'n. No change will be made in the minimum weights to eastern trunk line territory in connection with the 5% advances in rates effective Jan. 20.

COMPLAINT of the Kansas City Board of Trade against proportional rates from Kansas City to Memphis on wheat and wheat products, has been dismissed by the Interstate Commerce Com'n. The Com'n could find no evidence of discrimination or unreasonableness and quoted a previous ruling holding that it has no power to equalize economic conditions or to place one market in a position to compete on equal terms with another market which is favored with natural advantages.

THE PUBLIC UTILITIES Com'n of Kansas has set aside \$5,000 for the investigation of grain rates on railroads running out of that state, and 7 other western states have joined in the fight against the general increases which are under suspension until Mar. 31. The Kansas Com'n has figured that the increases would cost the grain trade of that state \$500,000 annually.

REGULAR SERVICE between Sweden and San Francisco will be opened by the Swedish Rederi Aktiebolaget Nordstjernen of Stockholm, making use of the Panama Canal. The steamers will call at Colon from which point the cargoes will be forwarded northward by local steamers working in conjunction with the Swedish line. Prior to the European war this traffic was held largely by German lines. The new line is subventioned by the Government.

INCREASES in reshipping rates recently granted railroads operating in eastern trunk line territory, and which become effective Jan. 20, will be as follows from Chicago: Domestic grain and domestic grain products, 8/10c per 100 lbs.; export grain, 7/10c per 100 lbs., and on other grain products 8/10c per 100 lbs. These advances also apply to reshipping rates from Peoria, St. Louis, Minneapolis, etc. The increase in thru rates, applicable via Chicago from Illinois and Indiana points, accrues to railroads east of Chicago.

THE A. T. & S. F. Ry. in Sup. 4 to 2047-J grants transit privileges to a different kind of grain or seed cleaned out or separated from that originally billed to transit station. Apply from transit point difference between rate paid origin to transit station and thru rate applicable to cleaned out or separated shipment origin to destination, plus transit or other charges, if any. Shipper must certify that it was cleaned or separated from the grain or seed received, stating the kind. If mixed carload the weight of each commodity must be shown.

A., T. & S. F. in Sup. 4 to 2047-J orders that "On shipments from Oklahoma transit stations to points in Oklahoma consisting of mixed carloads of tonnage, part intrastate, part interstate, balance of rate will apply on the interstate portion provided the total weight of shipment (intrastate and interstate tonnage combined) equals or exceeds the minimum weight applicable on the interstate shipment. Charges on the intrastate portion will be assessed at flat carload rate and minimum weight or at less than carload rate, actual weight, whichever makes lower."

FRANCE IMPORTED 2,414,150 quarters of wheat and flour in the 3 months ending Oct. 31, 1914, the heaviest imports of those products for the corresponding months of any previous year. Imports for corresponding period of 1913 were 1,675,000 quarters and for 1912, 799,200.

ITALY has produced 168,000,000 bus. of wheat this year but requires 36,000,000 bus. additional. Authoritative reports from the minister of agriculture state that the army and navy requirements of wheat have been provided up to August, 1915, and America is expected to furnish supplies.

WHEAT PRODUCTION of the United Kingdom in 1914 is estimated by the Board of Agriculture as 7,815,087 ars., compared with 7,086,326 qrs. in 1913. Barley in 1914 is estimated as 8,066,269 qrs. compared with 8,202,788 qrs. in 1913 and oats, 20,865,742 qrs. compared with 20,835,370 qrs. in 1913.

Nicholas Bawlf Dies.

Nicholas Bawlf died suddenly at his home in Winnipeg, Can., Saturday, Dec. 26, of an apoplectic stroke. Apparently in the best of health, Mr. Bawlf a few hours earlier had been conducting business on the floor of the Winnipeg exchange, and his death was a severe shock to business associates, all of whom were his friends.

Mr. Bawlf has been prominent in the grain trade of western Canada for the last 30 years, starting at Winnipeg with a small store and warehouse on Market Square. This property Mr. Bawlf later selected as the site for the Grain Exchange, retaining ownership of both ground and building. With the rapid growth of the Canadian grain industry these quarters were soon too small and Mr. Bawlf was instrumental in constructing the present Chamber of Commerce.

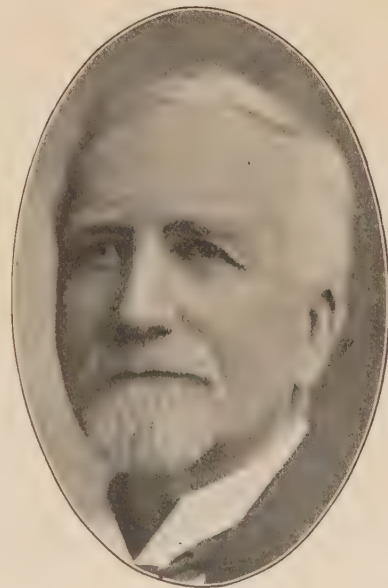
Mr. Bawlf was born at Smith's Falls, Ontario, July 15, 1849, moving west in 1877. In 1890 he organized the Northern Elevator Co., and was president of that concern until 1909, when it was purchased by an American syndicate. Upon selling this property Mr. Bawlf organized the Bawlf Grain Co., and in 1912 organized the Alberta Pacific Grain Co., now the largest grain handling concern in Alberta. He was vice-pres. of the Fort William Elevator Co.

The Winnipeg Grain Exchange, of which Mr. Bawlf was a charter member, elected him to the presidency in 1897. At the time of his death he was a member of the grain survey board and the board of grain examiners of Canada, and his work on both was highly valued.

SEATTLE received 1,250 tons of Manchurian corn on Dec. 24, at a cost of \$26 per ton.

WE CONSIDER the Grain Dealers Journal a necessity and look forward to its coming, as it always gives the complete grain situation in full.—G. L. Johnston Elvtr. Co., Harris, Mo.

THE SECOND ESTIMATE on Argentine acreage by the director of rural economy shows wheat, 15,471,000 acres; flax, 4,258,000 acres; and oats, 2,869,000 acres. The October estimates were 15,481,000 acres for wheat, 4,262,000 acres for flax, and 2,822,000 acres for oats.



Nicholas Bawlf, Winnipeg, Man., Deceased.

Seeds

LOGAN & HAGGIN have taken over the Taylor general field seed interests at Georgetown, Ky.

CHARLES H. BISHOP has succeeded G. C. Goodloe as manager of the Central Kentucky Blue Grass Co., Lexington, Ky.—S.

ROBERT H. BLACK SEED CO., Albert Lea, Minn., has obtained a lease on a new building in that city, greatly increasing its facilities.

TOLEDO RECEIPTS of clover seed for 1914 exceed the 1913 receipts by nearly 23,000 bags; alsike by 3,700 bags and timothy by 3,400 bags.

ALFALFA WEEVIL is given a general account in Montana Sta. Circ. 35, 1914, by R. A. Cooley. The pest at present occurs in Utah, Idaho, and Wyoming.

WOOD-BEAZLEY SEED CO., Springfield, Mo., has succeeded the Diamond Seed Co., W. J. Wood and E. Beazley being officers of the former company.

TILLINGHAST SEED CO. has been incorporated at La Conner, Wash., with a capital stock of \$10,000 to take over the business of the Puget Sound Seed Gardens.

J. C. EVERETT & Co., seed dealers at Maysville, Ky., will erect a 4-story elevator and seed warehouse with a capacity of 50,000 bus. The old warehouse will be used as a store.—S.

SEED is being shipped from Portland to the Atlantic seaboard via the Panama canal at very low rates, according to Oregon shippers, who report several carloads shipped in this way.

NORRKOPIING, SWEDEN, Dec. 14, 1914.—We have had a rather short crop in most grass and clover seeds this year and consequently prices have reached a high level.—Algot Holmberg & Son.

SUDAN GRASS is discussed by H. N. Vinall in U. S. Dep't Agr. Bul. 605, 1914. The article describes Sudan grass, discusses climatic and soil requirements and gives methods of culture and harvest.

TYRONE, OKLA., Dec. 22.—About 20% of the kafir, feterita, and cane seed has been thrashed, but weather is not very favorable for thrashing the balance.—Geo. Meader, agt., Liberal Elevator Co.

BEAVER DAM, WIS., Dec. 24.—Farmers are interested in the pedigreed seeds offered by the Wisconsin experiment station, and dealers are obtaining for them a better quality of seed. Henry E. Krueger.

BLACKMAN & GRIFFIN Co., Ogden, Utah, has registered the words "Yellow as Gold" set in a triangle with the letters "B. & G." as descriptive of its seeds, claiming use of the trade-mark since Nov. 1, 1913.

ALFALFA as a crop for Massachusetts farmers is the subject of an article by W. P. Brooks in Mass. Sta. Bull. 154, 1914, and quotes results obtained after experimenting with different methods of seeding, fertilizing and inoculation.

THE BODY of Andrew Ostberg, seed dealer of Chicago, was found on Dec. 29 hanging from a tree in Riverside Park, Minneapolis, Minn., in which city he operated a branch store. The man is believed to have committed suicide after worry over business conditions.

McKAY, REECE & Co., wholesale seed dealers at Nashville, Tenn., have located in new quarters.

WEST BRANCH, MICH.—A large number of local shippers in Michigan and Wisconsin, evidently ignorant of American crop conditions and the inevitable effect of the European war on prices, sold field peas at 25 to 50 cents per bushel below market values.—Edw. E. Evans.

THE MILK RIVER Valley Seed Growers Ass'n has been organized by northern Montana seed growers with a capital stock of \$20,000. A seed house will probably be established at Chinook. The directors are James Griffin, W. B. Smotherman, Frank Browne, W. W. Williams, and John Acher.

G. CLAY GOODLOE, former manager of the Central Kentucky Bluegrass Co., has organized the Goodloe Seed Co., Lexington, Ky., and will make a specialty of field and clover seeds. Mr. Goodloe is predicting a big season for Sudan grass, the price of which is now 75c per lb. Four lbs. are required to the acre.

W. F. CHAMBERLAIN, for 26 years seed inspector for the Merchants Exchange, St. Louis, died Jan. 6 after an illness of one month. Mr. Chamberlain was recognized as an authority on seeds and had been a member of the Exchange for 32 years. He was an expert on chicken food and a pioneer in the chicken fancier business.

PETITION to recover damages of \$488.50 from Wood, Stubbs & Co., seed dealers at Louisville, Ky., filed by Tom Wallace, has been held "sufficient to put defendant upon its defense." Wallace is a newspaper man but runs a farm as a hobby, and the suit is due to his ignorance of the difference between roasting ears and field corn.

W. L. OSWALD, in charge of the seed laboratory, University Farm, St. Paul, Minn., has issued a warning to seed buyers advising them not to purchase seed labeled "Uncleaned." Purchase only on the basis of what the label says package contains, and if in doubt about the correctness of label send a sample to the university for a free test.

NEW OFFICERS have been elected by the Idaho State Seed Growers Ass'n, as follows: Pres., J. Wiley Sessions, Pocatello; vice-pres., L. L. Young, Nampa; sec'y-treas., O. D. Center, Boise; directors, two-year term, M. A. Thometz, Twin Falls; T. H. Hopkins, Springfield; C. C. Tobias, Caldwell; O. J. Snyder, Springfield; O. E. Scott, Pocatello.

SEC'y of AGRICULTURE, under the new act of 1914, after due advertisement, and on competitive bids, is authorized to contract for the supplying of printed packets and envelopes, and the packing, assembling, and mailing of seeds, bulbs, shrubs, vines, cuttings, and plants, or any part thereof, for a period of not more than 5 years nor less than one year, if by such action he can best protect the interests of the United States.

THE KANSAS Legislature will be asked to pass a pure seed law similar to that adopted recently by other states, and the agricultural college is expected to join in the movement. Of 487 samples examined by the college in the last year 50% contained noxious weed seeds, one sample containing 18 varieties. Enough thistle seed was taken from another sample to grow 16 thistle plants to every square foot of ground in the field. A seed law would compel the correct labeling of the bags.

THE BLUE GRASS Com's'n Co., Lexington, Ky., has become one of the most complete grain, feed and seed establishments in central Kentucky. It occupies a 4-story brick building and in addition has a grain elevator. W. B. Talburt, pres. and gen. mgr., is a director of the Fayette National Bank and the success of the company is due largely to his enterprise.

TOLEDO RECEIVED during 1914, 77,323 bags of clover seed, 11,617 bags of alsike, and 34,112 bags of timothy seed; compared with 54,379 bags of clover seed, 7,880 bags of alsike and 30,688 bags of timothy seed in 1913. Shipments were 75,543 bags of clover seed, 7,832 bags of alsike and 37,404 bags of timothy seed in 1914; compared with 67,902 bags of clover seed, 7,401 bags of alsike and 23,132 bags of timothy seed in 1913.

THE SEED TRADE is being familiarized with different varieties of weed seeds by the Dep't of Agriculture, University of Minnesota, which is issuing excellent specimens mounted between glass. Each seed is labeled with the name by which it is commonly known together with its botanical appellation. A case contains 24 specimens, and with 4 cases to the set 96 weed seeds are shown, ranging in size from the tiny mustards to the large sand burs. The reverse side of each case is devoted to instructions for seed testing at home, with correct information on obtaining purity and germination tests. Sets may be obtained from the Botany Section, University Farm, St. Paul, Minn., for the nominal sum of \$2 or 50c per case.

From the Seed Trade.

TOLEDO, O., Jan. 7.—Liberal arrivals of clover seed keep values in check. Receipts for the first week of the month are one-third of last January total arrivals, which helped put seed down 65c during the month. The eastern demand has been disappointing. There is evidence to bear out the assertion that eastern dealers are observing a hand-to-mouth policy, and won't buy until absolutely necessary. The large receipts have been surprising, as last year's crop was generally figured to be a moderate one. It is a fact, however, that the 1913 yield was so large that all the holes were plugged up. We may just now be feeling the effects of it. Timothy prices are showing some weakness, which is not unusual at this time of year. Some of our interior advices on timothy are decidedly bullish, due to scarcity of supplies in important timothy sections.—Southworth & Co.

NEW YORK, Jan. 4.—Arrivals of foreign red clover are now in full swing. France is about the only country which has played and is still playing a factor. French fair average quality makes a good N. E. G. grade. The trouble in France, however, is to get the seed to Havre, which is very difficult on account of the traffic being slow. We expect a very good demand during the coming months and it seems that stock goods will bring good prices. There has never been so much buying done in crimson clover in previous years within October, November and December. If all this seed arrives America will be very well stocked up. France has only very limited quantities left and the market is firm. Present prices are considered inducing. Not much white clover has arrived and new supplies are very doubtful. Demand is brisk and market firm. Stocks of imported alfalfa are getting very light and not

much is expected from foreign countries. We probably will see much better values when the demand will start. Hairy vetches and dwarf Essex rape are handled in only very limited quantities, supplies being extremely small and prices high.—Loewith Larsen & Co.

COKATO, MINN., Jan. 2.—A good deal of grass seed is held over here from last year and this year's crop is not up to quality. Seed corn is the best ever, and germinates 100%. It was gathered from the biggest crop we have ever grown, 107 bus. to the acre.—J. W. Beckman, R. R. 1.

Swedish Seed Report.

For a long time back large quantities of seed have been exported from Sweden to most European countries, but these have chiefly consisted of oats, timothy, large or gore tares, hairy winter vetches as also rye, barley and wheat.

While red clover, alsike and timothy are certainly cultivated in the country, it is only the last named variety which is at all available for export, and it at times is dearer than that produced in other European countries.

Swedish red clover is late, hardy and a favorite among farmers, but the price it commands renders it altogether too dear for export in any quantity. The yearly supply must generally be helped out by the import of about 800 to 900 tons early clover, which is mainly used in South Sweden.

Alsike was really originally a Swedish cultivation, first cultivated in the parish of Alsike in Upland (Sweden), but its culture has since been spread practically over the whole world. About 25 years ago alsike was an important export from Sweden, but during some years it must now on the contrary be imported. As is well known, thanks to suitable soil and other favorable circumstances, Canada especially supplies the world with a large part of its requirements.

During recent years the Swedish production of orchard-grass, meadow fescue, woolly soft grass, swedes and turnips has on the other hand been much increased, so that considerable quantities are exported (similar to what takes place in Denmark) and the quality of all of these is quite comparable to the best on the market.

This year's harvest is good, and most of the surplus is already sold to Germany and Great Britain.

Large tares and hairy winter vetches are exported during certain years to Great Britain, Germany, France and other countries, and it is quite possible that a portion of the export finds its way over these countries to U. S. A. This year the harvest of all of these varieties has been a complete failure in Sweden, and it is unlikely that anything will be available for export. In any case the export of all kinds of corn is prohibited at present on account of the war.

Swedish sowing-oats are world-famed, and should be a well known and proved variety in most places in the U. S. A. Thanks to the Swedish Seed Ass'n the cultivation of oats in Sweden has reached a very high standard, and the varieties which are exported are all of the highest class as regards purity, constancy, yield, etc. The harvest this year is small, however, and of general poor quality owing to the unusually prolonged drought prevailing during the past summer.

Swedish seed which can be exported to America consists principally of oats, large tares, hairy winter vetches, orchard grass, swedes, turnips and possibly some late

red clover. Within a few years Russian red clover, white clover and Turkestan alfalfa, etc., should be available for purchase on favorable terms through Swedish wholesale houses, this trade having hitherto been done through Germany, England and France.

The Swedish export trade has undergone a great development during the past few years, to which the establishment of direct shipping lines has greatly contributed. Seed houses in Sweden have hitherto only aimed at supplying the needs of their own country, which have been chiefly supplied by imports from Britain and Germany. Connections have now been established with U. S. A., Russia and other countries, which can only lead to good results.—Aktiebolaget Carl Engström, Seed Department, Eslof, Sweden.

The Cost of Experience.

Excessive prices paid for grain by elevator men who are afraid their competitors might take it if only the market price were bid, gave F. M. Powell a cue for the following words of advice:

"The man who pays more for grain than the market justifies should not be bothered; he is obtaining valuable experience and when he realizes that it is costing him much money he will voluntarily reform. An expensive education, but thoro. The man who pays 65c for corn when he ought to pay 63½c shall surely want; It causeth him to lie down under Great Loads; It draweth upon his purse. He goes into the paths of Debt for the sake of doubtful honor. Yea, tho believing He knows his business, He fears much evil upon seeing his competitor get grain; It causeth him to sweat in the presence of his Enemies; it adorneth his head with Gray. Surely, shall this follow him all the days of his Life he will dwell in the house of Poverty forever."

THE ENTIRE grain trade—farmers, country dealers, elevator owners, commission men and exporters—face a year of apparent unprecedented prosperity and opportunity. We have reason to be profoundly thankful for the fact that we have been blessed by Divine Providence with peace, bountiful yields, high prices and a fair degree of prosperity. We face the New Year with confidence and great hope.—W. H. Perrine & Co.

Seed Movement at Toledo.

Receipts and shipments of seeds for December, 1914, compared with December, 1913, were in bags, as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Clover	10,840	12,430	5,440	3,129
Alsike	1,379	1,469	1,253	983
Timothy seed...	8,665	4,604	1,356	1,008

Seed Movement at Chicago.

Receipts and shipments of seeds for December, 1914, compared with December, 1913, were in pounds as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Clover ..	1,723,000	1,446,000	1,665,000	668,000
Timothy	3,487,000	2,131,000	3,549,000	1,893,000
Other				
grasses	2,505,000	2,214,000	1,867,000	1,062,000

Flaxseed Movement in December.

Receipts and shipments of flaxseed at the various markets during December, 1914, compared with December, 1913, were in bus. as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Minn'polis	1,015,930	1,130,770	60,610	102,120
Duluth	573,610	1,313,435	886,804	2,674,731
Chicago	299,000	1,030,000	8,000	.....
Kan. City	5,000	.....	4,000	.....

Seed Movement at Cincinnati.

Receipts and shipments of seeds for December, 1914, compared with December, 1913, were in bags as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Clover seed	3,925	5,179	1,229	3,597
Timothy seed ...	4,782	3,813	2,249	1,845
Other seeds	29,572	30,898	18,296	16,703

Improves De Witt Elevator.

The old elevator of C. F. Scholer at De Witt, Ill., has been remodeled into a modern 40,000-bu. capacity house. The building has been covered with galvanized iron, the cribbing has been repaired and strengthened and a corn crib of 4,000 bus. capacity added to the plant.

Automatic scales have been installed, also an ear corn elevator and man lift.

The whole Scholer plant demonstrates the big results obtainable with a small expenditure when money is expended along the right lines. W. F. Peterson is in charge.



Remodeled Elevator of C. F. Scholer at De Witt, Ill.

Grain Trade Assisting Belgium.

Before European countries had an opportunity to begin the harvest of 1914 crops, war was thrust upon the nations and in the subsequent rush to arms crops were not carefully gathered. Farm hands were taken from the important duty of replenishing depleted stocks of grain and hurried to the front because their rulers so willed.

With the commencement of actual warfare each nation suffered. Belgium, sandwiched between the Germans and French, had its crops totally destroyed by the belligerents and in addition to the horror of war was added the impending horror of a grain famine.

To make matters worse all available currency had been spent in endeavoring to protect its people, and even had grain been offered there was no money with which to purchase it.

The Belgian situation struck a responsive chord in the United States grain trade, which was harvesting the biggest crops in years, and the grain dealers were quick to realize that they could be of great assistance. Simultaneously relief movements were started thruout the western and central states. Kansas took the initiative and donated a whole trainload of wheat from its enormous crop and millers of Minneapolis volunteered to mill the grain free.

Iowa grain men have contributed very liberally in donations of grain, over 100,000 bus. of corn having been donated by Iowa farmers and transported free by the railroads to New York, whence it was forwarded by the Rockefeller foundation and distributed in Belgium thru the American Belgian Relief Food Com'n under the supervision of Mr. Hoover, the chairman in London.

Iowa grain men and farmers contributed 10 lbs. of grain from each wagonload brot to the elevator for a certain period, the grain being forwarded to Belgium by the Rockefeller Foundation and distributed where it was most needed.

Other grain dealers, unable to assist in the Kansas or Iowa projects, but imbued with the Christmas spirit of giving, started local donations, one outgrowth of which is the Belgian Relief Com'ite of Illinois. Being one of the last to organize, the Illinois com'ite embodies the best ideas of all those states which started earlier, benefiting by their errors, difficulties or lack of management. Clothes and toys poured in in abundance, but while thankfully received, were not as urgently needed as food.

With hundreds of grain dealers in the state seeking an opportunity to contribute their mite the Grain Com'ite was organized to facilitate the movement; this was only a month before Christmas. In this short time, the com'ite, of which H. J. Patten is chairman, has sent Belgian sufferers thousands of dollars in money and grain. A whole carload of Quaker Oats products, valued at over \$1,100, was shipped. Over 900 bbls. of flour were contributed by the Chicago Board of Trade. In addition \$91,000 in cash has been subscribed in Chicago.

The grain was consigned to reach the distressed country just about Christmas and money was dispatched as received. But the beauty of the Grain Com'ite in the role of Santa Claus is, that with the passing of Christmas it does not consider its labors over. It will continue to receive and forward donations from any shipper or receiver in the state, so

long as acute suffering continues in the stricken nation.

The plan adopted by the Grain Com'ite for future contributions is that each elevator operator in the state be enrolled as a member, each such member to be provided with storage receipts in triplicate form, one copy to be retained, one given the contributor and the other forwarded to S. W. Strong, Secy. Belgian Food Relief Com'ite, Urbana, Ill. Cash donations will also be received by the Grain Com'ite and used for the purchase of grain when less than a carload is donated.

The com'ite consists of H. J. Patten, Chicago, chairman; H. N. Sager, Chicago; H. H. Newell, Chicago; L. G. Metcalf, Illiopolis. Pres. Gr. Dealers Nat'l Ass'n; Victor Dewein, Warrensburg, Pres. Ill. Gr. Dealers Ass'n; H. N. Danforth, Washington, Pres. Ill. Farmers Gr. Dealers Ass'n; C. C. Miles, Peoria; H. I. Baldwin, Decatur; R. C. Baldwin, Bloomington; C. A. Dryer, Champaign; A. C. Rice, Jacksonville; J. C. Saylor, Cissna Park; G. W. Cole, Bushnell; H. S. Antrim, Cairo; W. A. Long, Quincy; B. P. Hill, Freeport.

MINNEAPOLIS shipped 18,800,000 bbls. of flour in 1914, breaking every previous record.

CORRELATION IN WHEAT is given in table form by W. H. Parker in Jour. Agri. Sci., England, 1914, No. 2.

ARTHUR GUINNESS SON & Co., of Dublin, Ireland, have contracted for 2 new plants to be located at Manchester. One elevator will have a capacity of 835,000 bus., and will be used for receiving, storing and cleaning barley, and the other, with a capacity of 60,000 bus. will be given over to malt storage. Both plants are designed by the John S. Metcalf Co., Chicago, with the idea of extensive future enlargement, and are to be of reinforced concrete thruout. Facilities will be installed for the handling of sacked and bulk material from boats and for receiving and shipping sacked material by rail. Construction work is to be started in the spring and the total cost is \$600,000. The Metcalf Company is also designing and supervising construction of the Manchester Ship Canal Co.'s elevator No. 2, a 1,500,000 bu. structure of reinforced concrete.

Hutton Appeals to Farmers.

The Paint Valley Elevator, Frankfort, Ohio, owned by Elias Hutton, has just been completed by the Burrell Eng. & Const. Co. The building is cribbed, with metal roof and siding, comprises 8 bins and has a capacity of 20,000 bus., besides an ear corn crib accommodating 4,500 bus. Standard scales, double elevators for ear corn or shelled grain and 3 dumps are some of the advantages called to the attention of the farmer in a circular announcement by Mr. Hutton.

Corn can be unloaded, shelled, elevated and loaded into cars in the same operation, all done so quickly that "a line of wagons a mile long would cause no delay." The grade to the dumps is low.

With special arrangements for drying corn, the farmer is able to deliver it early in the season to the Paint Valley plant, which is a decided innovation in that section.

The photograph of the elevator shown herewith was taken a few days after Halloween, and a buggy hoisted to the top is still in the position the boys left it.

THE GRAIN DEALERS JOURNAL has always been a welcome visitor and I would not do without it.—A. W. Erickson, Hawick, Minn.

HEAVY RAINS lasting until late in July lost a big acreage of Argentine land to cultivation this year. The province of Buenos Aires suffered most. The decrease in wheat area is 741,000 acres, flax 135,800 acres, and oats, 264,300 acres. The estimated productive area is wheat, 15,326,350 acres; flax, 4,260,750 acres, and oats, 2,820,740 acres, producing the following metric tons, wheat, 5,513,200; flax, 1,293,700, and oats, 264,300.—U. S. Consul General L. J. Kenna, Buenos Aires.

MACARONI WHEAT will soon sell at \$2.00 per bu. at seaboard in the opinion of Aldo Guetta of Venice, who was in Chicago recently purchasing wheat for the Italian government. Mr. Guetta was accompanied by Cesare Corinaldi of Turin, Italy, and the two bot 5,600,000 bus. for export, the high rates from Argentina making the purchase of American wheat necessary. Durum wheat brot \$1.61 at New York on Dec. 23, which, with the freight rate added, makes the price to foreign buyers \$1.85 per bu.



The Paint Valley Elevator of Elias Hutton, at Frankfort, Ohio.

Patents Granted

Grain Separator. No. 1,124,128. (See cut.) John Gately, Gretna, Neb. A plurality of spaced bars form a separating surface for grain and means are provided for imparting a reciprocatory movement. Strips are arranged in the spaces formed between the bars and crimped thruout their length to provide a plurality of grain outlets.

Art of Dust Handling. No. 1,123,155. (See cut.) Whitford W. Woodley, Elizabeth City, N. C. The system consists of a long, relatively small pipe, an air current of constant volume and variable pressure, the air delivering miscellaneous bodies to the pipe in concentrated masses. The material when reaching end of blow pipe is delivered in a relatively concentrated stream.

Bag Mouth Spreading Device. No. 1,124,091. (See cut.) Alford Pervis Wiloughby, Olney, Tex., assignor of $\frac{1}{2}$ to William D. Boling, Olney, Tex. A wire frame, comprising the spreader, has a hooked projection and depending stiffening projections for the body of sack formed by twisting together bent back portions and a similar mating frame slidably connected.

Grading Device for Seeds. No. 1,124,036. (See cut.) William Logan Leach, Brownwood, Tex. A trough has a plurality of spaced openings and inclined deflecting plates formed integrally with one edge of the openings. Plates are of an area approximately equal to the area of the openings. Triangular side walls are secured to the side edges of deflecting plates and the under side of trough.

Dust Collector. No. 1,122,371. (See cut.) John Douglas, Birmingham, Ala., assignor of $\frac{1}{2}$ to Harold R. Sanson, and $\frac{1}{2}$ to Geo. C. Walter, Birmingham, Ala. A cylindrical collecting chamber with a tangential inlet pipe near its upper end has a vertical adjustable outlet pipe which extends centrally of the chamber to a point near its bottom. A baffling valve is adjusted to the outlet pipe below the intake end.

Ventilating Car Door. No. 1,122,930. (See cut.) John Q. Horn, Richmond, Va., assignor of $\frac{1}{2}$ to Philip Trama, Richmond, Va. A metallic car door comprises a series of exterior horizontally arranged bars, a pair of vertical corner bars, making completely enclosed vertical ends for the door, and a series of internally arranged vertical rectangular bars provide space for slidable perforated plates.

Automatic Corn and Grain Weigher. No. 1,122,482. (See cut.) Cortland Cummins, Dayton, O. An upper and lower portion form a hollow body, a mouth and cut-off being located in the upper section. Trap doors cover an outlet from the lower section, and a weighing arm is connected to the trap doors. Means are provided for operating the trap doors and cut-off when the lower section descends.

Grain Door. No. 1,123,387. (See cut.) George H. Saltgiver, and John H. Burke, Sioux, Neb. The door normally embraces inner side of doorway in car with an upright shaft rotatably mounted at one side of doorway and threaded a portion of its length. The door has arms enclosing shaft and one arm engages the threaded portion of shaft. Means are provided for rotating the shaft, raising or lowering the door or swinging it laterally when arm reaches the end of threaded portion.

Grain Drier. No. 1,123,877. (See cut.) Louis H. Hill, Minneapolis, Minn. A drying cylinder is rotatably supported on its axis in an inclined position, with means at the upper end of the cylinder for feeding grain axially into the cylinder. The cylinder is rotated and means are provided for forcing heated air into its lower end. A discharge opening has been provided at the lower end for discharging the dried grain. The cylinder contains an expansion head at its lower end, internally, to which the air forcing means deliver.

Grain Conveyor. No. 1,122,619. (See cut.) Henry Maas, LeSueur, Minn. An inlet spout of rectangular outline comprises a slidable cut-off member and is positioned for movement thru opposite walls of the inlet spout. One end of the slidable cut-off is provided with a downwardly extending stop and the other end with an upwardly and rearwardly extending stop. The inlet spout is provided, above the slidable cut-off, with oppositely inclined walls sloping centrally of the inlet spout but at right angles to the inclination of the walls.

Pneumatic Grain Elevator. No. 1,123,335. (See cut.) Henry G. Lykken, Grand Forks, N. D. A feeding duct leads to both intake and discharge ends of a fan or blower with the portion of duct connected to discharge end extending to such a height above the connection as to provide for a column of material in the duct of a weight to counterbalance the effect of the suction at the intake end of the fan or blower.

Grinding Machine. No. 1,123,494. (See cut.) James Archibald Craig, Toronto, Ont., Canada, assignor $\frac{1}{2}$ to Hollen W. Rich, Buffalo, N. Y., and $\frac{1}{2}$ to Charles James Rich, Cattaraugus, N. Y. The machine comprises a rotatable head, a non-rotatable head, and a grinding plate detachably secured to each head. A plurality of spacing disks are detachably mounted between each grinding plate and the heads, and the distance between the grinding surfaces may be changed as desired.

Seed Testing Device. No. 1,123,281. (See cut.) Glen C. Harnden, Kansas City, Mo. A pocket is located within a pan, the pocket having a fabric member of absorbent material with channels in fixed spaced relation forming a central body portion. Loose end flaps are attached to rods which extend thru the channels. Means are provided for supporting the rods in the pan and the central body portion is supported above the lower edges of the depending end flaps and above the pan base.

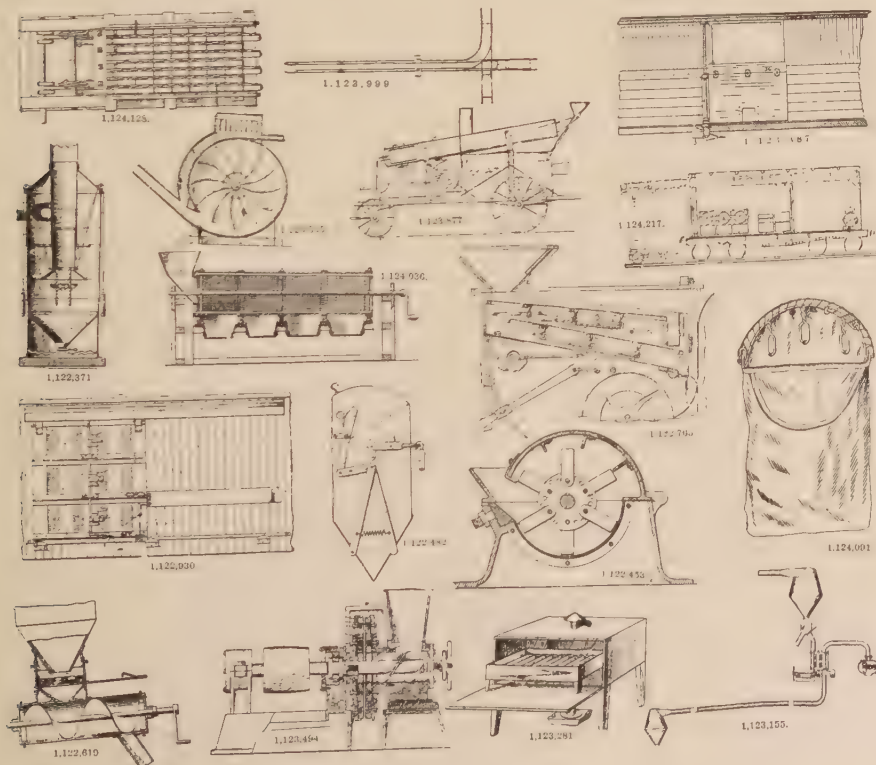
Seed Cleaning Machine. No. 1,122,765. [See cut.] Orville F. Kime, Crestline, O., assignor to International Mfg. Co., Crestline, O. A reciprocatory mounted screen is disposed at a slight angle to horizontal with a guide track mounted parallel to the screen. Vertically disposed and movable rods are adapted to move the guide track, varying the distance between it and the screen, but maintaining the same parallel position. A brush-receiving carrier is reciprocally mounted on guide track.

Track Scale Test Car. No. 1,124,217. (See cut.) Albert Hamilton Emery, Stamford, Conn. A car is adapted to travel on the track of which the scale forms a part. Car receives and supports standard weights and a crane bridge has means for raising and lowering the weights and traversing weights on the crane bridge longitudinally of the car. The crane bridge is bodily adjustable in the direction of its length from a position within the car to a position overhanging the track beyond the end of the car.

Conveying Mechanism. No. 1,123,999. (See cut.) Arthur O. Dupuy, Cleveland, O., assignor to C. O. Bartlett & Snow Co., Cleveland. A cable conveyor contains a plurality of pairs of sheaves, being spaced a given distance apart. Two continuous cables operate in parallel on the sheaves and other pairs of sheaves are disposed on a line substantially parallel to the first, the latter sheaves being spaced a less distance than the first sheaves. Two sheaves are arranged to lead a cable from the first to second mentioned sheaves.

Crusher. No. 1,122,453. (See cut.) Milton F. Williams, St. Louis, Mo., assignor to Williams Patent Crusher & Pulverizer Co., St. Louis, Mo. The grinding chamber has a cage portion and cover portion and is provided with a feed opening. Rotary beaters operate in the grinding cage and a breaker plate is disposed between the feed opening and the cage portion, the cover being disposed spirally relative to the orbit of the beaters. The distance of the casing from the operating ends of the beaters decreases in the direction of the movement of the beaters and transversely disposed breaker plates are mounted on the cover, spaced apart from one another into proximity with the beaters.

DENMARK has 8,000,000 bus. of rye in stock and 3,000,000 bus. of wheat, which together with recent American purchases, is sufficient to last until the next harvest.



Grain Trade News

ARKANSAS

Little Rock, Ark.—The Hayes-Shofner Grain Co. has changed its name to the Hayes-Thomas Grain Co. James Thomas is pres.

CALIFORNIA

Fresno, Cal.—I am now located at this point.—Fred B. Fox, formerly at Tipton, Ind.

San Francisco, Cal.—K. Uo, ass't mgr. for Mitsui & Co., grain exporters at Portland, Ore., is now mgr. of the shipping offices of the company in this city.

Davis, Cal.—Joseph D. Holman, who has been engaged in the grain brokerage business here on his own account, disappeared from his home Nov. 23, and altho search has been made for him, his whereabouts have not been discovered. Investigations show that he is in debt to a number of farmers for barley, beans and nuts and that he passed a check for \$2,100. He was formerly employed in buying and selling on commission by his aunt, Mrs. J. Reed, who owns a grain warehouse, barley mill and almond cracking plant here and who is also a dealer in grains and nuts. He is 22 years old and is said to be short about \$5,000. His aunt has made good the bad checks and will probably take care of the other shortages.

CANADA

Winnipeg, Man.—The new addition of the Grain Exchange Bldg. has been finished and the new quarters are fast being filled.

Toronto, Ont.—The Board of Trade moved into its new quarters in the Royal Bank Bldg. Dec. 29. Many grain firms are also quartered in the building, the latest to move being Parrish & Heimbecker, Ltd.; Niagara Grain & Feed Co., Ltd., and Alex Cavanagh & Co.

MacLeod, Alta.—The elvtr. of the MacLeod Flouring Mills, Ltd., containing 20,000 bus. of wheat, burned Dec. 23; loss, \$35,000. The loss on the building was covered by insurance and the grain was partially insured. The house was owned by Randall, Gee & Mitchell, of Minneapolis.

MacLeod, Alta.—In the hearing before the Dominion Grain Commission at Calgary, Dec. 18, the Employers Liability & Guarantee Co., which bonded R. G. MacDonnell, a grain commission dealer of this city, admitted nearly all of the claims of farmers who alleged that they had not received payment for grain handled by MacDonnell.

Winnipeg, Man.—The Grain Exchange decided by unanimous vote, Dec. 29, to reduce the commission charge for handling oats from 1c per bu. to $\frac{1}{2}$ of 1c per bu., with $\frac{3}{4}$ of 1c between members of the exchange, this reduction to take effect Sept. 1, 1915, in an effort to meet the views of the Grain Growers Ass'n which recently made complaint to the board of grain com'sners in regard to the charge. The rate of 1c per bu. commission on wheat, barley and flax remains unchanged, as there has been no general complaint against these rates as unfair or unreasonable.

COLORADO

Akron, Colo.—We have built an addition to our elvtr., doubling our capacity for storing corn and oats. Our total capacity now is 25,000 bus. The addition is 20x20 ft., with a 10x20 ft. feed room on the first floor.—Edw. T. Long, mgr. Farmers Mlg., Merc. Co-operative Ass'n.

Fort Collins, Colo.—Among the many subjects to be discussed at the 6th annual session of the Colorado Farmers Congress, in this city, Jan. 11-16, will be "The Market Problem," by W. H. Kerr, Buro of Markets, and "Grain Standardization," by Dr. J. T. W. Duvel. Both addresses will be delivered Tuesday morning.

IDAHO

Ucon, Ida.—J. C. Godfrey, mgr. for the Gem State Roller Mills, died recently at the age of 46, after an illness of only a few days from pneumonia.

Nampa, Ida.—We have bot the elvtr. and business of the Nampa Grain & Elvtr. Co., which was owned and managed by L. I. Miller. Mr. Miller will devote his time to buying and selling livestock. Our officers will not be changed. Thos. Scott is pres. and mgr., M. M. Davidson, sec'y, and T. R. Scott, treas. We will now handle all kinds of grain in connection with our milling business.—D. L. McBane, vice-pres. Nampa Mlg. & Elvtr. Co., Ltd.

ILLINOIS

Garfield, Ill.—The Garfield Grain & Coal Co. will repair its elvtr.

Peoria, Ill.—The annual election of the Board of Trade will be held Jan. 11.

Bloomington, Ill.—I am now located here.—H. Van Beuning, formerly at Emden.

Wataga, Ill.—L. W. Peters has succeeded Sam Dean as mgr. of the Farmers Elvtr. Co.

Pekin, Ill.—James Heck has succeeded C. B. Lowe as mgr. for the Farmers Grain Co.

Mendota, Ill.—John Barth has succeeded J. A. Eyer as mgr. of the Farmers Elvtr. Co.

Fillmore, Ill.—I have succeeded I. Toberman & Son at this station.—M. F. Toberman.

Viola, Ill.—I have installed electric motors in my elvtrs. here and at Preemption.—B. L. Christy.

Ransom, Ill.—The foundations for the new lumber shed of the Farmers Elvtr. Co. have been completed.

Carlyle, Ill.—N. E. Baum is interested in the organization of a farmers elvtr. company at this point.

Onelda, Ill.—W. H. Sample, of Wataga, has succeeded W. B. Tiffany as mgr. for the Onelda Grain Co.

Ferrin (Shattuc p. o.), Ill.—L. Hanson has taken over the Ferrin Elvtr. formerly operated by Fred Hugo.

Champaign, Ill.—W. H. Barnes and C. E. Johnson, operating as the Enterprise Grain Co., are now out of business.

Milledgeville, Ill.—Work on the new elvtr. of the Farmers Elvtr. Co. is being delayed on account of cold weather.

Arlington, Ill.—Chas. Lenahan has succeeded S. R. Hinds as mgr. for the Neola Elvtr. Co., Mr. Hinds having resigned.

Lee Center, Ill.—A. F. Jeanblanc has bot the interests of his partners in the King Grain Co. and is now sole owner.

Chapman, Ill.—J. H. Toberman and myself have succeeded I. Toberman & Son at this station.—M. F. Toberman, Fillmore.

Wyand, Ill.—R. M. Heaton has resigned as mgr. of the Wyand Grain Co. Wm. Teece, of Kewanee, will succeed him, Jan. 11.

East St. Louis, Ill.—A. J. Meek, pres. of the Southern Illinois Miller's Ass'n for the past 25 years, has resigned on account of ill health.

Ridgefarm, Ill.—The Farmers Elvtr. Co. is now in possession of the part of the property formerly occupied by the National Elvtr. Co.

Iroquois, Ill.—F. W. Kee will be mgr. of the Farmers Elvtr. Co. The new elvtr. of the company will be completed in the early spring.

Emden, Ill.—We have succeeded H. Van Beuning & Co.—M. L. Hellmann & Co.—Mr. Van Beuning will make his home in Bloomington.

Albion, Ill.—I am out of the grain business, the Hardy Feed & Seed Co. being my successors. It is the only grain firm here.—S. F. Epers.

Washburn, Ill.—A farmers elvtr. company has been organized here and a site selected for an elvtr. The house will be built this spring.

Triumph, Ill.—W. J. Kelly is now second man at the elvtr. of the Farmers Elvtr. Co. He was formerly with the farmers company at Walnut.

Joliet, Ill.—Creditors of the Truby Grain Co., have been paid the final dividend by Referee in Bankruptcy Sprague. It amounted to \$36,590.

Decatur, Ill.—J. W. Swain, a fireman at the Suffern Hunt Mills, was taken from the boiler dead, Jan. 3, fifteen minutes after he had entered it to clean it.

Stonington, Ill.—The Corzine Grain Co., successors to Wm. Loveless, will build an office and install a wagon scale. R. A. and J. M. Corzine compose the firm.

Chester, Ill.—The elvtr. and the cooper shops were the only buildings saved in the fire of Jan. 4, that destroyed the milling plant of the H. C. Cole Mlg. Co.

Dundee, Ill.—Contrary to all reports no grain elvtrs. are operated here. The only elvtr. in the town is used for retail mill feeds only.—Westerman & Schmeltz.

Havana, Ill.—J. A. McCreery, of Mason City, is reported to be contemplating the erection of an elvtr. at the railroad crossing of Spoon River, a mile and a quarter west of here.

Mt. Auburn, Ill.—The National Elvtr. Co. has leased the elvtr. of F. M. Murphy, of Chicago, which was formerly operated by E. R. Talbott. The house will be put into operation immediately.

Peoria, Ill.—Walter Barker, treas. of the Board of Trade and for many years a member of that organization, died recently at Waukesha, Wis., where he has been for treatment for some time.

Dieterich, Ill.—The grain, flour and feed business of Martin Wendt, who died Apr. 14, 1912, is being continued by his only son, P. M. Wendt, who was only 17 years old when his father died.

Pekin, Ill.—The new elvtr. of the Farmers Elvtr. Co. has been entirely completed and is now in operation. It is equipped with the Constant line of machinery and a Richardson Automatic Scale.

Peotone, Ill.—The Farmers Elvtr. Co. has bot the North Elvtr. of Deininger & Son, paying \$5,800 for the house. John Wilson will have charge of the office and Henry Kurtz will be retained as elvtr. man.

Springfield, Ill.—The Worth-Gyles Grain Co., which has offices at Bloomington and Pontiac, opened an office Jan. 1 in the Lincoln National Bank Bldg. G. J. Bronaugh will be in charge. The firm will do a general cash grain and brokerage business.

Arlington, Ill.—M. Welsh is temporarily in charge of the elvtr. of Bader Bros., Mgr. O. J. Bader having been called to Welland, (Mendota p. o.), to take charge of the Penrose Elvtr. Co. during the illness of his brother, C. J. Bader, who is mgr.

Sec'y Strong of the Illinois Grain Dealers Ass'n is calling the attention of members to the importance of some of the grain bills to be presented at the present session of the legislature which convenes for the first time, Jan. 6. Every grain dealer should keep in close touch with his representative in the legislature and should be ready to answer the call of the Legislative Com'te when action is needed.

Ivesdale, Ill.—John Nolan, employed in the elvtr. of the Ivesdale Grain Co., recently fell a distance of 40 ft. into a bin. He was cleaning the top of the bin and missed his footing. He was severely bruised but was not seriously injured.

Peoria, Ill.—Little damage was reported as a result of the annual battle with grain and flour samples on the floor of the Board of Trade, Dec. 31, at the close of the markets. Most of the members came prepared and old suits were prominently displayed.

Cairo, Ill.—Douglas Halliday, formerly a member of the Halliday Elvtr. Co., is reported critically ill at San Diego, Cal., where he has been living for the benefit of his health. H. E. Halliday has been called west, as little hope is entertained for Mr. Halliday's recovery.

Taylor Ridge, Ill.—We have recently installed a 7½-h.p., induction electric motor and a Richardson Automatic Scale. We will not make any more improvements for a while as the house is complete in every detail and is an up-to-date elvtr.—J. C. Baker, mgr. Farmers Elvtr. Co.

Kewanee, Ill.—W. H. Cavanaugh has completed a 20,000-bu. elvtr., which replaces the house burned, Jan. 7, 1914. I have put up a brick warehouse and have plans for a 40,000-bu. elvtr. to be erected when I vacate the site I now have, which is required for the new depot.—C. A. Wylie.

Leonore, Ill.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of the Neola Elvtr. Co. The house is on the C. B. & Q. R. R. Officers of the company are Jackson Chamberlin, pres.; E. F. Schawback, vice-pres.; W. P. Rose, sec'y, and P. Vogel, treas. I am mgr.—H. W. Linder.

Gifford, Ill.—We have sold our elvtr. to the Gifford Elvtr. Co., a farmers corporation. Possession will be given Jan. 10. Our Mr. Hamilton will be mgr. for the new company until they decide on a man for the place.—Pierce & Hamilton.—John Schluter is pres., and A. M. Clark, sec'y. of the new company.

Springfield, Ill.—Under the Illinois Public Utilities law, the Public Utilities Com'n has received reports that 2,096 of the 2,441 elvtrs. in the state do not store grain for compensation and therefore do not come under the jurisdiction of the com's'n. Probably not more than 100 now are storing grain for compensation.

North Henderson, Ill.—The Neola Elvtr. Co. has let contract to the Burrell Engineering & Constr. Co. for a 30,000-bu. cribbed elvtr. to be covered with galvanized iron siding and roofed with asbestos. The house will be built on the foundation of the elvtr. burned Nov. 16. It will have one leg and be operated by an electric motor.

Urbana, Ill.—Sec'y Strong is calling the attention of the members of the Illinois Grain Dealers Ass'n to the work of the claims buro for the past 6 months. One hundred and thirty-seven members filed \$14,481.45, of which \$9,167.90 was collected. Every member is entitled to use the buro and all claims will be enforced to their full legal liability.

Bone Gap, Ill.—The elvtr. which we formerly leased of J. H. Sims has not been in operation since Feb. 18, 1914. We have bot the elvtr. of the Browns Elvtr. Co., which is better known as the old Bone Gap Bank & Elvtr. Co. Geo. Couch and Sons and myself are interested in the company. We operate as the Couch Elvtr. Co.—Wm. McTaggart, mgr.

Sheldon, Ill.—Taxation of grain in transit is a question involved in the suit by the county against the Cleveland Grain Co. to collect \$5,000 taxes alleged to be delinquent. C. G. Watkins, of the company, has offered to pay about one-half of the amount, being that part of the grain in store on which taxes are assessable. The first suit has been dismissed on a technical error, and a second suit will be filed and come up for hearing at the March term of court.

Merritt, Ill.—Officers of the recently organized Farmers Elvtr. Co. are G. W. Hardwick, pres.; Wm. E. Gordon, vice-pres., and A. F. Morris, sec'y-treas.

Urbana, Ill.—From Feb. 1 to 6, a short course in business is offered at the University of Illinois. There are no requirements for admission and no fees are charged. The courses are designed to afford those already in business an opportunity to broaden their knowledge of fundamental business principles and to get information about the best practice in their respective lines. Each period of class work includes a lecture on business principles and a discussion of their application in practice.

The Belgian Food Relief Com'te of Illinois has made an appeal to all elvtr. men of the state to contribute their services and storing room in the elvtr. to the com'te. The appeal reads in part: "In order to successfully carry out the plan of the com'te in receiving contributions of wheat, corn and oats, it is absolutely necessary that every country elvtr open its doors to receive such contributions. The plan adopted by the com'te is that each country elvtr operator become a member of the grain com'te; that each member operating a country elvtr be provided with blank storage receipts in triplicate form, one copy to be kept on file by the elvtr operator, one copy to be given to the contributor and one copy to be forwarded to the Belgian Food Relief Com'te of Illinois, to S. W. Strong, sec'y., Urbana, Ill.; the date for closing the contributions is Feb. 1st, and the elvtr operators will be given shipping instructions for full carloads and advice of disposition where less than carload lots have been contributed. In such cases the grain will either be sold to the elvtr operator or funds provided to purchase additional quantity to make up carload shipment." A postcard was sent with the appeal to every elvtr operator in the state and it is believed that the response will be universal.

CHICAGO NOTES.

Louis C. Brosseau has been admitted to membership in the firm of Brosseau & Co.

The finance com'te of the Board of Trade has fixed the rate of interest on advances for January at 6%.

Board of Trade clearings for 1914 amounted to \$73,899,998 compared with \$55,786,278 in 1913, an increase of \$18,113,720.

The annual dinner of Lamson Bros. & Co. to their mgrs. and representatives, was held at the Hotel La Salle, Jan. 4. About 80 guests were present.

The estate of W. S. Warren has withdrawn from connection with the Hulburd-Warren-Chandler Co., but the name of the company will be unchanged.

The annual dues of the Board of Trade have been fixed at \$75, payable semi-annually. Memberships have advanced \$425 in vaule in the last 3 months.

The will of the late Herbert E. Rycroft, pres. of the Bartlett Frazier Co., who died Nov. 25, has been admitted to probate. It disposes of \$200,000, Mrs. Rycroft being the chief beneficiary.

CHICAGO CALLERS: J. C. Baker, mgr. Farmers Elvtr. Co., Taylor Ridge, Ill.; H. W. Linder, mgr. Farmers Elvtr. Co., Leonore, Ill.; Dr. J. W. T. Duvel, Dept. of Agriculture, Washington, D. C.

Applications for membership in the Board of Trade have been made by Orla A. Severance and Guy A. Moore. Abe Goldstein has withdrawn his application for membership. New members are Henry C. Wiley, Jos. K. Montellus, Robt. J. Johnson, Chas. A. Krause, Warren Lobdell, and J. R. Boone. The following memberships have been posted for transfer: Israel M. Simon, Sanford F. Reese, J. E. Thompson, Jos. K. Witzel, Chris. Strassheim, John H. McReynolds and Gust. T. Donnell. Memberships are quoted at \$2,425 net to buyer, the latter to pay dues for 1915, which makes the price equal to \$2,500, the highest in several months.

G. M. McConnell, pres. of the Railway Terminal & Warehouse Co. and an officer of the Chicago Warehousemen's Ass'n, is heartily in favor of the supervision of the warehouse industry of the state by the Public Utilities Com'n.

The time for trading in privileges after the close of the regular market has been extended 30 minutes. Beginning Jan. 8 the time set apart for trading in indemnities has been 1:30 to 2:30 p. m., and on Saturdays 12:15 to 1 p. m.

John F. Mackenzie has bot the interest of Robt. S. Johnston in the Johnston-Mackenzie Co. and has admitted Winfield Day to partnership. The new company will operate as Mackenzie & Day with offices in the Board of Trade Bldg.

The number of grain cars inspected at this market for 1914 was 220,560 compared with 205,133 for 1913, an increase of 15,427. Flour and grain receipts for the year increased 33,379,000 bus. over 1913 and shipments were 42,007,000 bus. more.

The sweepers of the floor of the Board of Trade, worked overtime Dec. 31, to clean up the flour and grain that was thrown in the celebration of the close of the year, just after the market closed. No injuries were reported and no one lost anything, not even his temper.

The Steamer M. A. Bradley was loaded with 285,000 bus. of corn at Bartlett-Frazier's Elevator, South Chicago, and while being towed Dec. 27 from elevator to dock sprung a leak in bottom. Next morning the double bottom was found full of water and the boat settled down on the river bed. No corn was wet. The boat will be towed to dry-dock for examination and repair and may have to be unloaded first as weight would make docking of loaded vessel unsafe.

J. Henry Norton, formerly a member of the Board of Trade and well known to the older members of the grain trade, died Dec. 24, at his home in Cambridge, Mass., at the age of 73. Mr. Norton was active in the grain and commission business in this city for 40 years, having engaged in the business with his father, Warren Norton, in 1863. They operated as Norton & Son. Later he became western partner of David Dow & Co. of New York. About 1882 he became senior partner of Norton & Worthington, which in 1899 was succeeded by Norton & Switzer. He has lived in the east for the last 4 years. The body was brot to Chicago for interment.

The annual election of the Board of Trade was held Jan. 2. Pres. C. H. Canby being re-elected. Jos. Simons was chosen 2d vice-pres. New directors are John Tredwell, Roderick W. McKinnon, Henry H. Newell, Chas. G. King and Adolph Kempner. Directors holding over are Geo. B. Quinn, Geo. E. Marcy, John R. Mauff, John A. Rodgers, Wm. L. Gregson, Ralph A. Schuster, Leslie F. Gates, Geo. T. Carhart, J. J. Fones and J. J. Stream. John E. Brennan, Fred G. Stevers, Kenneth T. Edwards, James A. Beggs and Chas. T. Hulburd were elected members of the Appeals com'te and will serve with Edward A. Andrew, Warren A. Lamson, John C. Wood, Fred G. Miley and Emile Garneau, who are the old members of the com'te. On the Arbitration Com'te the new members are Ed. F. Chapin, Douglass I. Van Ness, Clinton S. Beach, Royal W. Bell and Hugh Bartlett. The old members include Earle M. Combs, Wm. Wittman, Isaac N. Neeld, Jos. F. Lamy and Richard V. McNellis.

INDIANA

Tipton, Ind.—I am now located at Fresno, Cal.—Fred B. Fox.

Shelbyville, Ind.—We have changed the name of the firm from the Nading Mill & Elvtr. Co. to the Wm. Nading Grain Co.—Wm. Nading Grain Co.

Fowler, Ind.—The new 75,000-bu. elvtr. of Wilbert Hawkins has been completed and is now in operation under the management of W. W. Evans.

Ligonier, Ind.—The question of proposed improvements in my elvtr. is being held in abeyance at present pending lease renewals, etc.—Jacob Sheets.

Winamac, Ind.—The elvtr. of Starr Bros., filled with grain, burned, Jan. 7; loss \$25,000. The fire is attributed to a spark from a passing locomotive engine.

Seymour, Ind.—Cash amounting to \$30,000 and valuable papers comprised the loot of burglars who recently entered the office of the Hodapp Hominy Co.

Carlos City, Ind.—I have bot the elvtr. owned by H. A. Gaddis and will continue to operate it as the Carlos City Grain Co. I will be mgr.—E. B. Adamson.

Poneto, Ind.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of H. C. Arnold & Son and will take possession, Mar. 1. The price was \$10,500.

Milton, Ind.—The Connell-Anderson Grain Co. incorporated; capital stock \$24,000; incorporators T. J. Connell, Albert Anderson and W. H. Kelly. The company will own, construct and maintain elvtrs. and flour mills.

Etna Green, Ind.—The new elvtr. of the Etna Lbr. & Grain Co. is nearing completion. The building has been enclosed and as soon as the machinery is placed will be put into operation. It replaces the house burned Sept. 2.

Bentonville, Ind.—T. J. Connell, of Centerville, has bot the interest of his partner, John Hazelrigg, in the Bentonville Elvtr. and will operate the elvtr. himself. He will increase the capacity, 10,000 bus. and will install new machinery.

Indianapolis, Ind.—The Hay & Grain Exchange of Pittsburgh, Pa., has been dropped from the approved weighing list of the Board of Trade, which alleges that the Pittsburgh Exchange approves of scales in towns near that city, that are unsatisfactory to the Indianapolis exchange. It is charged that many of the scales are not accurately or regularly inspected and repaired.

Indianapolis, Ind.—Cash subscriptions amounting to \$147.20 were contributed to the Belgium Relief Movement thru the Indiana Grain Dealers Ass'n and the Indiana Millers Ass'n. The money was invested in flour at \$5 per bbl. and was shipped by A. L. Wheeler of Mooresville, with other flour contributions to Philadelphia for shipment to the afflicted country.—Chas. B. Riley, sec'y of both organizations.

Logansport, Ind.—The plant of the Dennis Uhl Mfg. Co., known for over 50 years as the "Uhl Mill," burned at 9 p. m., Dec. 30; loss \$60,000. The mill and the elvtr., which contained 2,000 bus. of corn, 550 bus. of wheat, 2 tons of flour and \$1,600 worth of meal and grain sacks, were totally destroyed. The mill was built in 1858 but had not been in use since June. The elvtr. has been in constant operation, having been closed for the day at 4 p. m. The total insurance is about \$30,000.

Indianapolis, Ind.—The program for the mid-winter meeting of the Indiana Grain Dealers Ass'n to be held in this city Jan. 27 and 28 has not been completed as yet but we do not contemplate an extensive program. We think we will outline various topics for general discussion, so as to interest the members that are in attendance. The members of the grain trade here will provide for an entertainment to the visiting friends for the evening of the 27th. The com'ites are now at work along that line, but they have not definitely determined what the entertainment will be. The Millers Ass'n will convene on the 26th at two o'clock. Their program will be very similar to that suggested by the Grain Dealers, with an entertainment or dinner the night of the 26th.—Chas. B. Riley, sec'y.

IOWA

Kent, Ia.—Ben Peak has succeeded Mr. Showers as mgr. for Gault Bros.

Brandon, Ia.—The Farmers Co-operative Co. has completed its 12,000-bu. elvtr.

Woolstock, Ia.—The Farmers Elvtr. Co. has put a new floor in its driveway.

Blencoe, Ia.—The Farmers Elvtr. Co. will install electric lights in its elvtr. and office.

Cherokee, Ia.—C. W. North, well known to the grain trade in this vicinity, died Dec. 13.

Plover, Ia.—C. E. Heathman has succeeded W. Earl Chinn as mgr. for De Wolf & Wells.

Des Moines, Ia.—H. H. Patt is now mgr. for the Norris Grain Co. with offices in the Hubbel Bldg.

Stanwood, Ia.—We have repaired our coal sheds here.—J. P. Christianson, agt. King-Wilder Grain Co.

Sheldon, Ia.—Floyd Huibregtse, of Hull, has succeeded L. R. Englehart as mgr. for the Farmers Elvtr. Co.

Anthon, Ia.—The elvtr. on the farm of W. R. Butler, 3 miles south of this town, burned recently; loss \$7,000.

Oskaloosa, Ia.—At present I am correspondent for Lamson Bros. & Co. at this point.—Van P. Wittenmeyer.

Donahue, Ia.—The elvtr. of Rohret & Goetsch is nearing completion and will be put into operation in a few days.

Luther, Ia.—Clarence A. King is still mgr. for the Farmers Elvtr. Co. The report of his resignation was incorrect.

Akron, Ia.—Irving Kundson, who has been assisting his father in his elvtr., will go to Lakefield, Minn., to work in a flour mill.

Pocahontas, Ia.—I am now working for the Pocahontas Grain Co.—J. D. Richards, formerly agt. Neola Elvtr. Co. at Maxwell.

Tama, Ia.—N. S. Beale & Son have succeeded O. P. Beale & Co. The company operates elvtrs. here and at Potter (Tama p. o.).

Walford, Ia.—The Farmers Elvtr. Co. has opened negotiations with the Jackson Grain Co. for the purchase of that company's property.

Shipley, Ia.—We expect to build a 30,000-bu. elvtr. on the C. R. I. & P. R. R. and to equip it with the latest machinery.—Shipley Grain Co.

Webb, Ia.—Ed Howe, of Rolfe, is the new mgr. for the Tiedemann Elvtr. Co. Mr. Howe was 2d. man at Rolfe for the Updike Grain Co.

Walnut, Ia.—G. H. Bunton has bot the elvtr. of the J. T. Spangler Estate. This is one of the 2 elvtrs. formerly operated as Bunton & Spangler.

Maurice, Ia.—The offices of the Trans-Mississippi Grain Co. and M. King were entered by burglars, Jan. 5, but nothing of value was taken.

Hanlontown, Ia.—The Farmers Elvtr. Co. incorporated; officers John A. Ford, pres.; S. K. Gesne, vice-pres.; N. Levenson, sec'y and A. O. Rye, treas.

Aspinwall, Ia.—Our elvtr., containing \$5,000 worth of grain, burned at 11:45 p. m., Dec. 28. The house will be rebuilt at once.—Neola Elvtr. Co.

Shipley, Ia.—The Shipley Grain Co. has been organized by farmers here, with a capital stock of \$10,000. J. Moran is pres. and V. Applegate sec'y of the company.

Akron, Ia.—J. E. Waterbury, mgr. for the Farmers Elvtr. Co., was recently injured when kicked by a horse. He is reported to be recovering altho confined to his bed.

Havelock, Ia.—The mgr. of the Farmers Coal & Grain Co. now is W. Earl Chinn, not Clem as reported. Mr. Chinn was formerly mgr. for De Wolf & Wells at Plover.

Mallard, Ia.—The Farmers Elvtr. Co. has let contract to the Younglove Constr. Co. for a 20,000-bu. elvtr., equipped with all modern appliances for handling grain.

Eldora, Ia.—H. A. Schmidt, declared a bankrupt on Nov. 11, 1912, has asked the courts for a discharge from bankruptcy. There is said to be a considerable opposition to the petition.

Sioux Rapids, Ia.—The loss on our elvtr. burned Dec. 18, amounted to \$9,000, covered by insurance. We will build a modern elvtr. on the site in the spring.—L. J. Button Elvtr. Co., Sheldon.

Wald sta. (Stanwood p. o.), Ia.—The King-Wilder Grain Co. has built new corn cribs and will build a new lumber shed in the spring. August Bailly is agt.—J. P. Christianson, agt. for the company at Stanwood.

Oyens, Ia.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: P. Lassen, pres., succeeding M. Schnepf; Peter Fisch, sec'y, succeeding N. Wurth, and N. Gengler, Sr., treas., succeeding John Wittkop.

Sioux City, Ia.—We will make our headquarters at Sioux Falls, S. D., instead of in this city as previously announced. Our representative here will handle all western business thru this office.—E. M. Kauth, E. M. Kauth & Co.

Washington, Ia.—P. E. Collins, formerly mgr. for Hutton, Collins & Frenzel, at Clinton, is now mgr. of the office recently opened by the company in this city and has been succeeded at Clinton by V. F. Fischer, formerly with Lamson Bros. & Co. at Dixon, Ill.

Audubon, Ia.—H. A. Northrup has withdrawn from the grain business which he has been conducting in partnership with his brothers. He has been engaged in the grain trade for many years, but will now devote his attention to his duties as county auditor.

Storm Lake, Ia.—Mgr. H. E. Barrick, of the Farmers Elvtr. Co., is slowly recovering from the effects of an accident. While he was working at the dump, he was hit on the head in some inexplorable manner and a deep gash that required several stitches was the result.

Rock Valley, Ia.—We will not engage in the grain business as has been reported and will only buy the wheat we need for our own use. We will not touch other grains or build an elvtr., but will use only the one in connection with our mill.—Rounds-Ketels Mfg. Co.

Halbur, Ia.—Peter Sondgeroth is mgr. and I am ass't mgr. of the Farmers Elvtr. Co. E. W. Phalen is local mgr. of the other 2 elvtrs. which are operated by the Halbur Grain Co. and J. F. Twamley & Son, both firms having headquarters at Omaha, Neb.—R. J. Heinen.

Hamburg, Ia.—The mutilated body of the 14-yr.-old son of J. W. Watson was found, Dec. 29, tightly wedged in the belting of the machinery in the elvtr. of Noble & Reed. No one saw the accident to young Watson, who was employed about the elvtr. His body was torn to pieces.

Webb, Ia.—An explosion of gasoline in the engine room of the elvtr. of De Wolf & Wells, Dec. 24, set fire to the building. Quick work with fire extinguishers saved the elvtr. which was filled with grain and averted serious loss. The explosion occurred when the mgr. tried to start the engine.

Corwith, Ia.—The elvtr. office of Peter Hatterscheid was discovered on fire, Dec. 24. Prompt work saved the contents of the building and it is that that the office can be repaired. After building a hot fire in the office stove, the men left and went to the elvtr. It is that that the woodwork caught fire.

Sioux City, Ia.—At the recent annual meeting of the Board of Trade the following officers were elected: M. King, pres.; J. J. Mullaney, vice-pres.; E. A. Fields, treas., and J. C. Mullaney, sec'y. Directors are D. Webster, W. H. Harter, C. C. Flaney, J. A. Tiedemann, P. A. Ketels and H. A. Johns.

Tama, Ia.—The Farmers Elvtr. Co. will rebuild its elvtr., burned Nov. 15, as soon as the weather permits. In the meantime a portable elvtr. and dump will be used. The company has been scooping grain in an effort to accommodate its customers.

Cole, Ia.—The program com'te of the Farmers Grain Dealers Ass'n, which will hold its annual meeting in Mason City, Feb. 9 to 11, has adopted a resolution asking that "the different Chambers of Commerce co-operate with us by instructing their members to request their solicitors" to refrain from the practice of keeping large quantities of liquor in their rooms at the hotels and giving it to prospective customers, etc., who attend the convention. The com'te alleges that the practice keeps many delegates from attendance at the sessions of the convention.

Sioux City, Ia.—During 1914 the Board of Trade inspected 3,367 cars of corn, 730 cars of wheat, 619 cars of oats, 457 cars of flaxseed and 110 cars of other grains, comprising barley, maize, speltz and other cereals, making a total of 5,583 cars for the year. The cars inspected contained 4,767,100 bus. of corn, 1,114,200 bus. of oats, 867,000 bus. of wheat, 685,000 bus. of flax and 11,000 bus. of other grains. During the year 2,101 cars of grain were weighed under the inspection of the board by bonded weighers; 3,607 cars were inspected for moisture contents during the year.—J. J. Mullaney, sec'y.

Des Moines, Ia.—The proposition to organize a stock company from among the creditors of the B. A. Lockwood Grain Co. and operate the elvtr. owned by the bankrupt company in this manner was considered at a special meeting of creditors in the office of H. H. Whitaker, referee in bankruptcy, on Jan. 6. The suggestion was made by an advisory com'te composed of Perley Sheldon of Ames and J. G. Rounds and R. A. Crawford of Des Moines. According to the com'te no suitable price has been offered for the property and the suggested plan is the only one which seems practicable. The creditors of the company, however, refused to carry out the recommendation of the com'te and Trustee McFarlin was again instructed to sell the property. Another meeting will be held Jan. 26.

Mason City, Ia.—The program for the 11th annual convention of the Iowa Farmers Grain Dealers Ass'n to be held in this city, Feb. 9 to 11, has been arranged with the idea of entertaining as well as helping the delegates present. The meeting will be called to order at 10 a. m., Feb. 9, by Pres. Ira D. McVicker. The morning will be devoted to the addresses of welcome and the president's report. In the afternoon Chas. Adkins, Bement, Ill., will deliver an address on "The Farmers Elvtr.—Its Past, Present and Future." C. C. Daniels, Washington, D. C., will be the speaker of the evening. The 10th will be mgrs. day and the morning will be devoted to a business session, and the afternoon to general discussions on 15 subjects of interest and value to all elvtr. mgrs. and agts., J. L. Lawrence, Rockwell City; G. M. Dyer, Gillett Grove; Chas. E. Eckerle, Chicago; L. R. Irons, Fostoria; A. J. Fritz, Rock Valley; V. S. Beale, Garwin; C. H. Nelson, Garner; O. W. Cline, Stratford; J. C. Reidsell; E. C. Bergfield, and Sec'y W. J. Ray leading the discussions on the various subjects. In the evening, Chairman Clifford Thorne, of the Iowa Railroad Competition, and the Mason City Com-Com's'n, will speak on the "Passing of mercantile Club will furnish an entertainment. A number of addresses will be delivered on the 11th.

KANSAS

Hays, Kan.—The Farmers Union will build an elvtr.

Agra, Kan.—C. F. Dean is now mgr. for the Agra Grain & Elvtr. Co.

Salina, Kan.—The Lee Warren Mlg. Co. will build an addition to its elvtr.

Byers (Odece p. o.), Kan.—Geo. L. Bunseld is now buyer for the Farmers Grain Co.

Arlington, Kan.—The Kansas Flour Mills Co. has installed a gasoline engine in its elvtr.

Larned, Kan.—Ed. Rowe resigned as mgr. for the Pawnee Grain & Supply Co., Jan. 1.

Kanorado, Kan.—Mr. Baker, of Burlington, is reported to have bot the elvtr. of J. W. Germann & Son.

Joy (Greensburg p. o.), Kan.—R. C. Jaynes will build a 20,000-bu. elvtr. one and ¼ miles west of this station.

Wichita, Kan.—The Kansas Farmers Grain Dealers Ass'n will hold its annual meeting in this city Mar. 2 and 3.

Sharon, Kan.—H. C. Vesper, of Deer Creek, Okla., bot my elvtr. He will take possession June 1.—F. P. Hawthorn, McPherson.

Wichita, Kan.—J. E. Howard has opened a brokerage office in the Board of Trade Bldg. and will be millers agt. for grain and grain products.

Elk City, Kan.—The recently incorporated Grangers Elvtr. & Supply Co. will build an elvtr. as soon as possible. The company began buying grain Jan. 1.

Ellsworth, Kan.—The new 35,000-bu. elvtr. of the Ellsworth County Co-operative Ass'n has been completed. The R. M. Van Ness Constr. Co. had the contract.

Hoyt, Kan.—We have succeeded Hall & Howald and will remodel our elvtr., putting in a larger leg and shelter. We will also increase our bin storage.—Howald & Winter.

Wilson, Kan.—V. Kvasnicka has succeeded Jos. Kvasnicka as mgr. for the Farmers Elvtr. Co., Joseph having resigned to become mgr. for the Farmers Elvtr. Co. at Ellsworth.

Sedgwick, Kan.—A. E. Barkemeyer has been made defendant in a suit brot by the McCullough Grain Co., of Wichita, for alleged default of contract for the delivery of 5,000 bus. of wheat.

Caldwell, Kan.—Bruce Young, son of Pres. J. W. Young of the Kansas Grain Co., has succeeded Fred F. Burns as mgr. of the Border Queen Mills, Mr. Burns having gone to Hutchinson.

Hoyt, Kan.—F. W. Hall, of Hall & Howald, sold his interest to Mr. Winter and the firm now operates as Howald & Winter. Mr. Hall is now scooping grain into cars on track.

Hutchinson, Kan.—Fred F. Burns, formerly mgr. for the Border Queen Mills at Caldwell, has succeeded his brother, J. W. Burns, as mgr. for the Hutchinson Flour Mills Co. J. W. will go to California. He is pres. of the company.

Marysville, Kan.—Perry Hutchinson, the oldest active miller and grain man in Kansas, died Dec. 27, at the age of 83. Mr. Hutchinson is said to have been the first merchant miller in the state and has lived in this vicinity since 1859.

Salina, Kan.—The new concrete elvtr. to be erected by the Shellabarger Mill & Elvtr. Co. will be 100x57 ft. on the ground and 90 ft. high. The mill of the company will also be improved. The new building will be equipped with cleaners, shellers, etc.

Ellinwood, Kan.—The Ellinwood Mill & Elvtr. Co. incorporated; capital stock, \$6,000; incorporators, P. B. Jos. and H. M. Kimpler, D. L. Smith and F. D. Stevens. This is a reorganization of the old Ellinwood Mill & Elvtr. owned by P. B. Kimpler.

Sterling, Kan.—We have organized the Farmers Grain Shipping Ass'n Co. and we have bot the elvtr. of the Kansas Grain Co. It has a capacity of 12,000 bus. and was built in September, 1913. We will build a 50,000-bu. storage tank in the spring.—C. E. Forwalder, mgr.

Haggard (Ensign p. o.), Kan.—I had charge of the Haggard Co-operative Grain & Coal Co. while the elvtr. was being built and was succeeded by John Scott, who was in turn succeeded by A. C. Woodruff, who is now mgr.—Geo. Meader, agt. Liberal Elvtr. Co., Tyrone, Okla.

Seneca, Kan.—Roo & Else have been expelled from membership in the Kansas Grain Dealers Ass'n because of their refusal to arbitrate before the Arbitration Com'te of the Ass'n, a question of alleged defaulted contract with the Morrison Grain Co., of Kansas City, Mo.—E. J. Smiley, sec'y.

Clay Center, Kan.—The Farmers Union did not buy the P. V. Elvtr. from J. W. Pinkerton as reported. I bot the house and am operating it on my own account and not as mgr. for the farmers. It is operated as the Iams Grain Co. and we will remodel the elvtr. in the spring.—James Iams.

Cheney, Kan.—Ed. Anderson, of Wichita, has bot the elvtr. of the Cheney Grain & Elvtr. Co. Mr. Anderson will operate the house under the old name and will take charge himself. He recently brot suit against the directors of the company alleging fraud in the election of officers a year ago. A compromise was reached Mr. Anderson and others buying all the stock from the other stockholders at \$7.20 per share, the stock having a par value of \$5. I was mgr. and am temporarily out of the grain business.—R. Lowe.

Silver Lake, Kan.—My elvtr. was built 30 years ago and is in need of a great many repairs. The machinery is old and out of date also and I have decided to pull down most of the old house and build an addition, increasing the capacity from 12,000 to 20,000 bus. I will install a new receiving elvtr. of double the present capacity, a No. 2 Sidney Shaker Cleaner for corn, cobs and wheat. I have not had bins enough to handle the different grains now raised here. When the elvtr. was built nothing was raised but corn and when I came here 5 years ago, 3 cars of wheat was all I handled outside of corn. Now I have as much wheat as corn and there is oats, rye, kafir, corn chop, etc., to handle, and it seems to get worse every year. Competition is close and if you don't handle them all, you can't make your salt. When I have completed my new building, I will have 22 bins of various sizes. I have the lumber and machinery on the ground and will complete the work by spring. My new equipment will include a 500-bu. hopper scale, 20-h.p. gasoline engine, No. 2 corn sheller, car loader and manlift. The house will be iron clad and of cribbed construction.—Geo. B. Harper.

TOPEKA LETTER.

Topeka, Kan.—Chief Inspector Geo. B. Ross says that the inspection dept. will have at least a net profit of \$15,000 to report to the next legislature.

Topeka, Kan.—The annual meeting of the Kansas Grain Dealers Ass'n will be held in the Coates House, Kansas City, Mo., Feb. 10 to 12.—E. J. Smiley, sec'y.

Several bills are being prepared for presentation to the legislature which convenes next week that demand the attention of all grain men in the state. A bill governing the inspection, weighing and storage of grain repealing Sec. 3312 Gen. Stat., providing for the Grain Com's'n, will be introduced. It provides for optional inspection, and reduction in fee charged for inspection and weighing, the fee to be not more than 50c per car regardless of its capacity and prohibits the inspection of grain at every station where a deputy inspector is stationed unless second inspection is called for either by the buyer or seller. Another bill will provide that each railroad company operating a railway at any town or station in the state entitled to track scales under the act shall correctly weigh all cars immediately before and after being loaded with grain, seed or hay. It will be known as an "act for the protection of shippers of grain, hay and seeds," and will also require that the B/L shall state the exact number of lbs. or bus. of grain, seed or hay delivered to the company, by whom delivered, etc., and will hold the railroad company responsible to the consignee named in the B/L for the full amount until the consignment has been delivered.

The attention of the members of the Kansas Grain Dealers Ass'n is being called by Sec'y Smiley to the new amendment to the rules of the Kansas City Board of Trade, for delayed inspection. The amendment is published in full elsewhere in this number of the Journal.

Applications for membership in the Grain Dealers Ass'n have recently been made by Fowler Elvtr. Co., Fowler; Fowler Equity Exchange, Fowler; E. A. Twist, Meade; Plains Equity Exchange, Plains; Dockum & Whitaker Mill Co., Garden City; Farmers Elvtr. Co., Assaria; Olmitz Grain Co., Olmitz; Hoisington Mill & Elvtr. Co., Hoisington; Ryan Lumber Co., McCracken; W. E. Cox, Healy; Garden City Grain & Produce Co., Garden City; Waldo Farmers Union Co-Oper. Business Ass'n, Waldo; L. O. Baber, Mentor; Boulware & Countryman, Modoc; and B. V. Sloan, Hiawatha.—E. J. Smiley, sec'y.

KENTUCKY

Louisville, Ky.—Chas. T. Ballard, pres. of Ballard & Ballard, has been made a life member of the Board of Trade, which now has 10 names on the honor roll.

Lexington, Ky.—R. K. Burns of Burns & Pettit, grain dealers, has been in San Francisco for several weeks, to have a cataract removed from his eye. The operation was successful and he can now see as well as ever.—S.

LOUISIANA

New Orleans, La.—Gervais P. Gainnie, ass't mgr. of the Langenberg Hay & Grain Co., was recently married to Miss Mabel Barton, of St. Louis, Mo.

Newellton, La.—The contract for the 70,000 bu. elvtr. of F. L. Guthery and S. D. Farrar was let to Oscar Jones, of Chrisman, Ill. Work will be started Jan. 15.

New Orleans, La.—Crawford H. Ellis, chairman of the joint traffic bureau, has appointed S. T. DeMilt, Leon Simon and E. B. Harral as a com'te to confer with the dock board and the public belt com'n relative to the building of a publicly owned elvtr. on the river front. Mr. Ellis says: "Our object is to have a modern grain elvtr. built on the river front, which can give service to all railroads and steamship companies as well as all grain exporters on an equal basis. There are no publicly controlled elvtrs. in the city now."

MARYLAND

Clear Spring Sta., (Big Spring p. o.), Md.—I have a 5,000-bu. elvtr. at this station which is 99 miles from Baltimore. The equipment includes a 400-bu. per hour cleaner and a gasoline engine.—Guy K. Angle, Big Spring.

BALTIMORE LETTER.

The nominating com'te of the Chamber of Commerce was composed of Jos. M. Warfield, Wilbur F. Spice, Chas. J. Landers, J. A. Manger and Jos. Reynolds.

Wm. E. Hudson, of Bartlett, Frazier & Co., and F. H. Teller, of Knight & McDougal, have applied for membership in the Chamber of Commerce.

Clarence Cottman, of Clarence Cottman & Co., public weighers, died Jan. 2. A com'te from the Chamber of Commerce, of which he was a member, attended the funeral.

The annual election of the Chamber of Commerce will be held, Jan. 25, at which time 5 directors will be elected for 3 years. Nominations include John H. Gildea, Jr., Robt. Ramsey, Geo. S. Jackson, Jas. C. Legg and John W. Snyder. On Jan. 27 the board will meet and select officers for the year. Thos. C. Craft, Jr., treas. of the Louis Muller Grain Co., is the present choice for pres. and Rich. H. Diggs for vice-pres.

MICHIGAN

Ashley, Mich.—Independent Elvtr. Co. incorporated; capital stock \$5,000.

Elwell, Mich.—The Elwell Gleaners Farmers Elvtr. Co. has built a new office. W. Johnson is mgr. for the company.

Ludington, Mich.—Melbourne S. Johnson and Leo W. Krill, charged with stealing grain from the Pere Marquette Elvtr., pleaded guilty. Johnson was fined \$75 and costs and Krill \$10 and costs. Three others implicated in carting away and storing grain also pleaded guilty and were fined from \$5 to \$10 each. The total amount stolen was about 92 bus. Johnson, who is an inspector at the elvtr., claimed that inspectors were entitled to refuse grain.

Oxford, Mich.—Philo Ensley, pres. of the Ensley-Bellaire Co., died, Dec. 30, at the age of 57 years. The funeral was held Jan. 2, and was largely attended. He has been actively engaged in the grain and produce business for more than a quarter of a century and had a very extensive business acquaintance with both growers and dealers. In his youth he lost his eyesight, but with his indomitable will he overcame the obstacles of blindness and took his place in the business world with his more fortunate brothers. In his home community where he was born and spent his entire life he was loved by all for his cheerful disposition and his friendly interest in all with whom he came in contact. He leaves a widow and one daughter.

Owosso, Mich.—The annual meeting of the Michigan Hay & Grain Ass'n will be called to order by Pres. F. L. Young at 10 a. m., Jan. 14, in this city. H. G. Morgan of Pittsburgh will then address the delegates. "Practical Hay Baling" will be discussed by C. S. Erb, Yale, Horace Johnson, Merrill, and Jacob E. Fickels, Owosso. The remainder of the morning will be taken up with the reports of the vice-presidents and Donald McDonald, Saginaw, who will present the report of the Transportation Com'te. In the afternoon, Pres. W. A. Cutler, of the National Hay Ass'n, Sec'y Chas. Quinn, of the Grain Dealers National Ass'n, and Pres. W. A. Coleman, of the New York Hay Ass'n, will speak. W. I. Biles will talk of "Transportation" and J. C. Graham, sec'y of the ass'n, will tell "What We are Doing." There will be a banquet in the evening with John L. Dexter as toastmaster. Among the speakers will be Pres. Welch of the Michigan Bean Ass'n, Sec'y J. Vining Taylor of the National Hay Ass'n, Pres. James G. McBride of the State Farmers Clubs, W. A. Hunting, J. A. Heath, H. L. Goemann, E. L. Wellman, W. J. Connor, Sam Kirby and Harry Northway.

MINNESOTA

Litchfield, Minn.—The Farmers Elvtr. Co. is installing a sheller.

Brooks, Minn.—Arthur Prenevost is now pres. of the Farmers Elvtr. Co.

Forada, Minn.—F. M. Webb, mgr. for the Forada Supply & Warehouse Co., succeeded W. H. Vye.

Ihlen, Minn.—Mgr. Otto Johnson, of the Farmers Elvtr. Co., was married Dec. 29, to Miss K. B. Engen, of Decorah, Ia.

New Ulm, Minn.—John H. Siegel, supt. and vice-pres. of the Eagle Roller Mill Co., is dangerously ill with typhoid fever.

Cannon Falls, Minn.—The plant of the Cannon Valley Mfg. Co. built to replace the one burned, July 30, will be put into operation Jan. 15.

Menasha, Minn.—J. C. Johnson, who recently bot the local elvtr., has bot the Rasky Mill and will operate it in connection with his elvtr.

Gillfillan (Morgan p. o.), Minn.—C. O. Gillfillan has let contract for a 20,000-bu. elvtr. and a 10,000-bu. corn crib, work to be started as soon as the frost is gone.

Marshall, Minn.—H. R. Wollin has succeeded A. Blanchard, who had charge of our grain buying dept. Franklin Edwards is sec'y-mgr.—Marshall Mfg. Co.

Hadler (Ada, p. o.), Minn.—We will repair and overhaul our elvtr. in the spring. We have done the largest business here this year that has been done in the last 10.—M. E. Poyser, agt. St. Anthony & Dakota Elvtr. Co.

Hastings, Minn.—F. W. Stokes is again mgr. for the Farmers Elvtr. Co. Mr. Stokes was formerly mgr. for the company, but has been mgr. for the Farmers Equity Exchange at Prescott, Wis., for the last few months.

Herman, Minn.—Our loss in the recent fire at the elvtr. only amounted to \$200 and was confined entirely to the engine room. The blaze was due to an overheated stovepipe and the loss is entirely covered by insurance.—Farmers Elvtr. Co.

Luverne, Minn.—E. A. Brown, who was recently seriously injured when he was caught in a belt at his elvtr., is able to be at the office, but is still using crutches. Mr. Brown made a mis-step and his leg was caught in the elvtr. belt. He was badly cut by the buckets before the machinery was stopped.

Echo, Minn.—The elvtr. of the Echo Mfg. Co., containing 10,000 bus. of corn and oats, burned at 5 p. m., Dec. 24, the blaze starting from an overheated stove. The loss on the elvtr. is \$5,000 with \$2,500 insurance. The loss on the grain is fully covered. The coal sheds and corn cribs of the company were saved.

Echo, Minn.—We will build a 25,000-bu. iron clad, cribbed elvtr. with steel roof and a brick or concrete engine room, to replace our house burned, Dec. 24. The house destroyed was our corn and coarse grain elvtr. and the new one will have 2 elvtr. legs, one for ear corn and the other for small grain. We will also install the necessary machinery for handling and shelling ear corn.—Echo Mfg. Co.

DULUTH LETTER.

Wilford H. Kiichli, sec'y of the Standard Grain Co., was married, Dec. 31, to Miss Byrde Beryl Boone, of Seattle, Wash.

The annual election of the Board of Trade will be held Jan. 19. The terms of Julius H. Barnes, M. L. Jenks and D. T. Helm, directors, expire this year.

J. C. McCarthy has been admitted to membership in the Board of Trade, and the membership of Walter G. Admudson has been posted for transfer.—Chas. F. Macdonald.

At the recent annual meeting of the Consolidated Elvtr. Co. the following officers were elected: Geo. Spencer, pres.; G. H. Spencer, vice-pres. and sec'y; H. A. Starkey, vice-pres. and supt.; and W. H. Wilson, ass't sec'y.

James Gray, mgr. of the Capital Elvtr. Co., and E. H. Pugh, also well known to the grain trade here, were victims of an attack of appendicitis. Both are reported to be recovering rapidly from the effects of the operations.

MINNEAPOLIS LETTER.

Cassidy & Munson have new quarters in the Chamber of Commerce building.

The Minnesota Farmers Grain Dealers Ass'n will hold its annual meeting in this city Feb. 24 to 26.

The will of C. H. Pettit, who died recently, has been set aside by the courts, and his widow, who was given only \$2,000 a year, will now receive 1/3 of the \$800,000 estate.

J. H. MacMillan and C. A. Magnuson are the representatives of the Chamber of Commerce at the hearing before the com'sner of internal revenue at Washington, D. C., to secure the correct interpretation of the war tax on cash grain sales.

The Chamber of Commerce membership of H. D. Bliss has been transferred to H. C. Harding and that of B. E. Baker to C. E. Lewis. The following requests for transfer have been posted: H. C. Harding to E. W. Ehler and E. Gunderson to Herbert J. Gunderson.

W. S. Sulters, a wheat shoveler at Elvtr. "A" of the Pillsbury Mills, was probably fatally injured when he was caught between two cars and crushed.

Aretus Yale, auditor for the Columbia Elvtr. Co. for a number of years, and well known to the grain men at this market, died, Dec. 20, at the age of 57. Mr. Yale came to this city in 1889 and had been connected with the grain trade for the last 25 years. He had been ill for a year.

Minneapolis members of the National Grain Solicitors Ass'n held their annual dinner at the Kaiserhoff, Dec. 30. E. Quamme, of Finley, N. D., was the speaker of the evening. Members of the ass'n also gave a number of short talks. Frank Kelly was toastmaster and the evening passed all too quickly for those present.

Deputy Grain Inspector Jacob Slettin was found dead in his bed, Dec. 28. Investigation showed that he had failed to completely turn off the gas and the fumes escaping from the jet overcame him as he slept. The coroner returned a verdict of accidental death. Mr. Slettin had been employed by the dept. for many years and was well known to the members of the exchange.

Geo. B. Higgins, recently arrested after he had refused to pay a fee of \$1.20 to State Scale Inspector Robinson for testing his scales on the charge that he had violated the state weights and measures law, has asked that the case be taken to the Supreme Court for decision. He alleges that he cannot be subjected to criminal prosecution for failure to pay a debt, claiming that the procedure is contrary to the state constitution.

MISSOURI

Russellville, Mo.—W. E. Hunsaker, formerly of Olean, will engage in the grain business at this point.

Lathrop, Mo.—The Guyton & Harrington Mule Co. will build a private elvtr. at its yards to be used for storing grain for feed.

Camden Point, Mo.—The J. L. Frederick Grain Co., of St. Joseph, has bot an elvtr. site here and will build an elvtr. and feed mill.

Bigelow, Mo.—We have installed a Western Sheller and Corn Cleaner and two motors of 7½ and 10-h.p. respectively.—Bigelow Grain Co.

Ely, Mo.—So far we have been handling grain in car lots and do not know when we will build an elvtr. There are no other regular dealers here.—Boone & Dearing.

Edgerton, Mo.—We operate elvtrs. at this station, Edgerton Junction and Trimble, Mo. We are the only regular shippers and dealers at these points.—Edgerton Mlg. Co.

Hopkins, Mo.—We have a small elvtr. in connection with our mill and this is the only elvtr. here at present. We carry on a milling and grain business.—Wolfers Merc. Co.

Higginsville, Mo.—We will build a 35,000-bu. concrete elvtr. between our engine room and the mill. We expect to start work about Apr. 15 and hope to have the house completed by June 1.—Higginsville Mlg. Co.

Pattonsburg, Mo.—I own and operate the elvtr. at this station. It has a capacity of 10,000 bus. and is covered with steel. The equipment includes an outside scale, Avery Automatic Scale, and gas engine. It is located on the Washab and on the Q. O. & K. C. R. R.—John D. Neal.

KANSAS CITY LETTER.

C. N. Woodward, of the Western Grain Co., has applied for admission to the Board of Trade on transfer from W. T. Redmon.

The 18th annual meeting of the Kansas Grain Dealers Ass'n will be held in this city, Feb. 10 to 12, with headquarters at the Coates House.—E. J. Smiley, sec'y.

So many questions have been asked in regard to the internal revenue tax, that Sec'y E. D. Bigelow, of the Board of Trade, has prepared and published a list of answers to the most common queries.

F. D. Larabee, pres. of the Larabee Flour Mills Co., who recently bot the membership of H. L. Stroud for \$3,400 which included transfer fee, has been admitted to membership in the Board of Trade. John P. Dolon has also been admitted to membership on transfer from C. K. Megibben.

The annual election of the Board of Trade was held Jan. 5 and officers for 1915 are, D. F. Plazzek, pres.; G. S. Carkener, 1st vice-pres.; John R. Tomlin, 2d vice-pres.; F. C. Hoose, G. A. Moore, W. A. Croysdale, L. A. Fuller, W. B. Lathrop and C. P. Moss, directors; T. L. Cockle, F. B. Clay, H. J. Smith, Herbert Spencer and P. A. Murphy, arbitration com'ite.

The new office building of John I. Glover, across the street from the present Board of Trade building, will be 3 stories high. It is constructed of reinforced concrete with tapestry vitrified brick outside walls and is trimmed with cut stone and terra cotta. It is of English style of architecture and will cost \$95,000. It is being built primarily to provide offices for grain men and railroad agts., near the exchange.

Jas. T. Bradshaw, state warehouse commissioner, in his annual report recommends that a law be enacted to prevent the weighing of grain by weighmen of the grain exchanges at public elvtrs. in Kansas City and St. Louis. Mr. Bradshaw alleges that shippers annually contribute \$20,000 in weighing fees to the Kansas City Board of Trade and St. Louis Merchants Exchange. It is difficult to devise a plan to abolish weighing by the exchanges, as the receivers who are members, represent the shippers who own the grain, and the courts will not forbid as many additional weighings of the same car as the owner may prefer.

ST. LOUIS LETTER.

W. E. Hudson, of Bartlett, Frazier & Co., and Wm. T. Bledson have applied for membership in the Merchants Exchange.

Members of the Merchants Exchange played the roll of Santa Claus to a number of poor families, Dec. 24, in accordance with its time-honored custom of helping the needy at holiday time. Several automobiles filled with baskets and packages were sent to various parts of the city. Cash donations amounted to \$250.

Frank P. McClellan, who was recently suspended from the Merchants Exchange for a year for irregularities in trading, has filed a petition in bankruptcy individually and as a member of J. S. McClellan & Co., scheduling his liabilities at \$12,010.29 and his assets at \$6,500. He has also asked that papers be served on his father, "the non-consenting" member of the firm.

The annual report of Sec'y Eugene Smith shows that the Merchants Exchange has had a profitable year and now has 1,141 members in good standing. The treasury shows a cash balance of \$52,959, an increase of \$8,542 over 1913. Two members have been expelled, 1 suspended for a year and 11 memberships have been forfeited for non-payment of dues during the year.

Grain dealers of the Merchants' Exchange are preparing a protest to the Terminal Ry. Ass'n against the withdrawal of the unlimited Eads Bridge crossings books, formerly sold at \$25 a year, and the substitution of a minimum rate of 9c for each crossing. The grain dealers, who make from one to 4 crossings each day, complain that the change in rates works a great hardship on them, increasing the cost in some instances to more than \$125 a year.

The office of the sec'y-treas. of the Missouri Grain Dealers Ass'n has been moved from Webster Groves to the Pierce Bldg., this city. The ass'n is working hard on the program of the big convention to be held at the Planters Hotel, Jan. 18 to 20, and every effort will be put forth to make it a most interesting meeting. Among the speakers will be the Governor, D. R. Francis, B. F. Bush, Chas. Hirth, Jewell Mayes, sec'y of the state board of agriculture, and many others well known to the grain trade at large.

The annual meeting of the Merchants Exchange was held Jan. 6 and the following officers were elected: Pres., Roger P. Annan, Jr.; 1st vice-pres., Thos. K. Martin; 2d vice-pres., Cary H. Bacon; directors, Marshall Hall, Wm. M. Louderman, Carl H. Langenberg, Martin Mullally and Harry E. Papin; com'ite of appeals, W. J. Edwards, Alfred C. Carr, J. J. P. Langton, Samuel Plant, Adolph Corneli, Fred W. Langenberg, C. F. Beardsley, H. W. Daub, Wm. T. Brooking, Louis A. Valier, J. Paul Berger and Louis F. Schultz; com'ite of arbitration, W. C. Seele, Albert J. Rogers, J. Oran Allen, Horace F. Ketchum, Jno. J. O'Rourke, Ludwig Hesse, Aug. J. Barnidge, J. C. Brockmeier, Henry Hunter and Wallace E. Stewart. Geo. C. Martin, who had been strongly urged for the office of first vice-pres., declined to be a candidate, and would not allow his name to go before the caucus, to the regret of his many friends.

The following have been admitted to membership in the Missouri Grain Dealers Ass'n since Dec. 1: W. P. & M. L. Long, Marshfield; D. B. Sailor, Buell; O. H. Corbin Milling Co., Liberty; J. W. Boyd Grain Co., Joplin; Collins & Johnson, Triplett; Everett Bustie, Callao; St. Joseph Hay & Grain Co., St. Joseph; Schuyler County Milling Co., Lancaster; D. R. Francis & Bro. Commission Co., St. Louis; Goode & Harriman, Pilot Grove; J. E. Eichelberger, Eldorado Springs; Arthur Steeples, Memphis; A. F. Semple, Rothville; R. & B. Elevator Co., Weston; Edgerton Milling Co., Edgerton; Stock Yards Linseed Oil Co., Kansas City; A. D. Koontz Grain Co., Richards; J. D. Neal, Pattonsburg; G. M. Fowler, Gilliam; J. L. Polson, Cairo; Forest City Mill & Elevator Co., Forest City; O. N. Hamacher Milling Co., Richmond; Bealmer & Son, Atlanta; W. D. Orthwein Grain Co., St. Louis; Wolfers Mercantile Co., Hopkins; J. O. McClintock, Fairfax; A. B. Hunter (asked for application), La Forge; Boone County Mill & Elevator Co., Columbia; Brown-Defield Grain Co., Charleston; Sikes-McMullin Grain Co., Sikeston; Auxvasse Milling Co., Auxvasse; W. J. Livingston Trading Co., Windsor; Schumann Brothers, Rolla; Cowgill & Hill Milling Co., Carthage; J. J. Holdeman, Labelle; Early & Hull, Baring; Sharp-Hedgecock Co., Hurdland; H. G. Reyner & Son, LaPlata; S. P. Cook, Flemington; Taylor-Moore, Kettesville; M. J. Felten, Prairie Lick; Boone & Dearing, Ely; J. R. Sanbothe, Martinsburg; John Sloop, Queen City; Glynn & Winkler, Wellsville, all of Missouri; Iowa-Missouri Grain Co., Lamoni, Ia.; Flanley Grain Co., Omaha, Neb., and Wright-McWhinney Grain Co., Des Moines, Ia.

MONTANA

Windham, Mont.—Farmers Equity Elvtr. Co. incorporated; capital stock, \$25,000.

Ekalaka, Mont.—Wennigan & Fisher have bot a site and will build a mill, elvtr. and feed mill.

Moccasin, Mont.—The Farmers Elvtr. Co. has installed a feed grinder.—A. J. O'Neill, agt. Rocky Mountain Elvtr. Co.

Montana has done well and sure can raise the quality and quantity of grain. It seems to be that no state can do as well, taking into consideration the price of land and the excellent climate.—W. P. Ladd, Minneapolis, Minn.

Philipsburg, Mont.—I am now in charge of the 2 elvtrs. and the 150-bbl. mill of our company and we are running all of the time. We may put up an oatmeal mill later. I came from Hamilton and have been in the business for 22 years. Have bot stock in the company.—B. F. Thurston, mgr. Granite County Mlg. & Elvtr. Co.

Butte, Mont.—Dissolution of the partnership existing between W. F. Henningsen and L. M. Tracy, operating as the Montana Grain & Brokerage Co., has been requested of the courts by Mr. Henningsen, who also asks for an accounting and the sale of the company's property. He alleges that the company has lost \$4,000 and that Tracy has made contracts without his knowledge or consent.

East Scobey, Mont.—Herman Lunde is agt. for the International Elvtr. Co., E. Munser for the Montana & Dakota Grain Co. and I am agt. for the Scobey Grain Co.—C. L. Broderson.

Windham, Mont.—I wish to contradict the statement that the state bank here was forced to close because it had loaned money to the farmers company and was not able to secure the cash in an emergency. It is absolutely untrue, as the bank never loaned the Farmers Elvtr. Co. a \$1 and when the bank closed the company had an account on deposit in the bank.—H. J. Strunk, mgr. Farmers Equity Elvtr. Co.

NEBRASKA

Jansen, Neb.—J. J. Fast has bot the elvtr. of H. Heidelk.

Polk, Neb.—The Farmers Grain Co. is being organized here.

Greeley, Neb.—Ed. Nation is now mgr. for the Farmers Co-operative Co.

Pender, Neb.—The John F. Westrand Co. incorporated; capital stock \$10,000.

Fairfield, Neb.—The Clay County Grain Co. has installed a 4-ton wagon scale.

Richfield, Neb.—The Farmers Union contemplates the erection of a farmers elvtr.

Gresham, Neb.—S. Johnson, of David City, is now mgr. for the Farmers Elvtr. Co.

Potter, Neb.—We have installed a feed grinder in our elvtr.—C. W. Johnson, C. W. Johnson & Sons.

Blue Springs, Neb.—The Farmers Elvtr. Co. has equipped its elvtr. with electricity for lighting and operating.

Kilgore, Neb.—Work on the new elvtr. of the Farmers Elvtr. Co. is being delayed on account of bad weather.

Brunswick, Neb.—The McCaull-Webster Elvtr. Co. has leased the old elvtr. of the Atlas Elvtr. Co. at this point.

Norman, Neb.—Pierre Stark, of Cowles, has succeeded C. L. Linehart as agt. for the Hynes Elvtr. Co. at this station.

Farwell, Neb.—Work has been started on our new flour warehouse.—John Hofseth, mgr. Farmers Grain & Supply Co.

Cornlea, Neb.—A. Anderson has resigned his position with the Nye-Schneider-Fowler Co. and is now at his home in Lindsay.

Superior, Neb.—Geo. L. Scoular and D. C. Bishop have formed a partnership and will operate as Scoular & Bishop Grain Co.

Silver Creek, Neb.—Farmers Elvtr. Co. incorporated; capital stock \$25,000; Chas. Wooster is pres. and Fred C. Caulton, sec'y.

Columbus, Neb.—Dick Gammell has succeeded Chas. Gillett as agt. for the T. B. Hord Grain Co. Mr. Gillett has gone to Buck Grove, Ia.

Hampton, Neb.—A. P. Yost will succeed Henry Nelson as mgr. of the Hampton Mill & Grain Co. Mr. Nelson is now deputy clerk at Aurora.

Stoddard, Neb.—Farmers Grain & Mfg. Co. incorporated; capital stock \$125,000; incorporators N. H. Broelstrup, Fred Wiekhorst and others.

Potter, Neb.—Farmers Grain & Mfg. Co. incorporated; capital stock \$25,000; incorporators, H. H. Troelstrup, John Carlson, Grant Brady and others.

Ashton, Neb.—Ferd. Schroll, pres. of the Farmers Grain & Supply Co., died recently from diabetes. John Detliff, vice-pres., is temporarily filling the office.

Hastings, Neb.—J. C. Hedge, treas. of the Hastings Mfg. Co., recently had the middle finger on his left hand amputated on account of blood poisoning.

Syracuse, Neb.—Our elvtr. has a capacity of 50,000 bus., not 15,000 bus., as reported in the list of Nebraska Grain Elvtr. Operators.—Farmers Elvtr. Co.

Platte Center, Neb.—The new Farmers Elvtr. Co. has elected a board of directors and is figuring on buying one of the local elvtrs.—Ed. Burns, agt. T. B. Hord Grain Co.

Platte Center, Neb.—The Farmers Elvtr. Co. has been organized; capital stock \$15,000; Herman Kluever, pres., Henry Hoggensiefket, vice-pres., Joe Mark, sec'y and John Jaizen, treas.

Belgrade, Neb.—Our elvtr. is given in the list of Nebraska Grain Elvtr. Operators as used for feeding only, but we also ship grain thru the elvtr.—A. Kuykendall, agt. Haas & Hord Cattle Co.

Fullerton, Neb.—We are not operating at this station at present as given in the list of Nebraska Grain Elvtr. Operators, having leased the elvtr. to the T. B. Hord Grain Co.—Alfred Kuykendall, agt. Haas & Hord Cattle Co., Belgrade.

Oakland, Neb.—The Farmers Educational & Co-operative Union has appointed a com'te to see what can be done in regard to buying one of the 3 elvtrs. at this station. If satisfactory terms are not secured a new house will be erected.

Page, Neb.—The Atlas Elvtr. Co. has opened its elvtr. at this station.—Peter Lamp, of Mapleton, Ia., is scooping here. We understand he is a regular dealer at that point and are surprised to see him enter the scoopers' brigade.—J. T. Fletcher, Orchard.

Red Cloud, Neb.—Work on the new plant of the Amboy Mfg. & Elvtr. Co. is progressing so rapidly that it is believed that the mill will be in operation by Mar. 1. The mill and the 50,000-bu. elvtr. adjoining are of reinforced concrete construction.

Lincoln, Neb.—Thos. Cochrane, for many years in the grain business in this state and in Missouri, died, Dec. 23, at the age of 68. He was one of the pioneer grain dealers of the state, operating as the Thos. Cochrane Grain Co. He retired from active business two years ago.

Monroe, Neb.—Our elvtr., burned at 10 p. m., Dec. 16, contained 2,361 bus. of wheat, 1,635 bus. of corn and 882 bus. of oats at the time of the fire. The loss was partially covered by insurance. A new elvtr. will probably be built at once, on the old site.—John Gibbons, agt. T. B. Hord Grain Co.

Scribner, Neb.—I sold my entire business here including mill, grain elvtr., coal, lumber and live stock business, to the Farmers Co-operative Merc. Ass'n, possession to be given March 1. I will not be actively engaged in the grain business for at least a year as I intend to take a much needed rest.—A. F. Diels.

Plymouth, Neb.—We gave possession of the working part of our elvtr. Dec. 14 to the Farmers Elvtr. Co., which has bot the house, but will not give possession of the bin storage until we have shipped our wheat all out. Henry Nispel is pres. of the new company and Robt. Poff mgr.—L. F. Ellermeier, Swanton.

Seward, Neb.—Work on the new alfalfa mill and elvtr. at this point has been stopped for the present on account of cold weather, but will be resumed as soon as possible. Most of the material is now on the ground. The elvtr. will have a capacity of 25,000 bus. and will be of cribbed construction and modern thruout. W. H. Cramer has the contract. The house will be operated as Imig, Hentzen & Co.

Loomis, Neb.—Our mill was running when fire broke out in the plant at 7 p. m., Dec. 4, and the mill, 60,000-bu. elvtr. and the feed warehouse were totally destroyed. We lost \$28,000 on the plant and \$14,000 on the stock, the insurance amounting to \$34,200. Had about 6,000 bus. of smoked grain for salvage. The office and the flour warehouse were saved. Have not made plans for rebuilding yet.—Loomis Grain & Mfg. Co.

OMAHA LETTER.

J. P. Zimmerman, of the Holmquist Elvtr. Co.'s force, is passing cigars. Zimmerman, Jr., arrived Dec. 24.

Henry Shafer, check clerk at the Merriam & Millard Elvtr. "A," was killed, Dec. 24, when he was caught between a moving train and a platform.

Work on the excavation for the new Grain Exchange Bldg. has been started and the piling for the foundation will be driven as soon as the weather moderates.

A map, 13x20 ft., showing every railroad station between the Rocky Mountains in the west and the Alleghenies in the east, has been hung in Sec'y Manchester's office in the Grain Exchange.

NEW ENGLAND

Fitchburg, Mass.—J. Wilder Merriam, formerly in the grain and hay business with F. L. Rolph, died Dec. 27 of heart disease.

Boston, Mass.—E. R. Williams is now in charge of the grain dept. of Richardson, Hill & Co. He was formerly mgr. of the grain dept. for Thompson, Towle & Co.

Concord, Mass.—The Whitney Coal & Grain Co., of Concord Junction, has bot the grain and coal business of John W. Raymond, who has conducted it for the last 15 years.

Brattleboro, Vt.—E. Crosby & Co. have just completed a 139x198 ft. mill and elvtr., the elvtr. being 96 ft. high. The plant is equipped with the latest machinery and a complete sprinkler system has been installed. The elvtr. contains 48 bins with a total capacity of 96,000 bus. The mill has a grinding capacity for 4,000 bus. per day and the adjoining warehouse will hold 10,000 bbls. of flour and 100 cars of feed. The hay warehouse has a capacity of 10 carloads.

Portland, Me.—The mystery surrounding the disappearance of many bushels of grain from cars in the yards of the Grand Trunk Ry. Co. is believed to have been solved. A house to house canvass of the houses in East Deering, bordering on the yards, revealed many bus. of the grain which boys of the family had stored in their homes. It appears that boys make a practice of breaking seals on the car doors and entering where they have plenty of opportunity at night to take bag after bag of wheat and of coal from the cars. Two Italians were found guilty of receiving the stolen grain, paying 1/2c a lb. for it and selling it for poultry feed.

Fall River, Mass.—We have completed a 50x200 ft., 2-story grain storage warehouse on a granite foundation, the underpinning and studding being of hard pine. The floors are of maple and the building is covered with corrugated iron. All windows are protected with galvanized iron screens and the roof is of gravel. Electricity is used for lighting and power and an automatic sprinkler system with automatic fire alarm has been installed. We have put a heavy, fire proof, brick wall thru the center of the building extending from the ground to a foot above the roof. Every possible precaution has been taken to prevent fire loss inside and out.—MacKenzie & Winslow, Inc.

NEW YORK

New York, N. Y.—Memberships in the Produce Exchange are now quoted at \$600.

Springville, N. Y.—We have completed the rebuilding of our plant, burned Oct. 24, and it is now in operation.—J. H. Gray, J. H. Gray Mfg. Co.

Churchville, N. Y.—Leslie R. Chase, employed by the F. W. Potter Mfg. Co., was instantly killed when a flywheel which was being adjusted slipped and crushed him.

New York, N. Y.—The regular Christmas entertainment for the poor children of the city was given by members of the Produce Exchange, Dec. 24, and 1,500 little folks enjoyed the amateur circus and vaudeville performance as well as the baskets of food and toys given each guest.

Oakfield, N. Y.—My elvtr. burned Dec. 16, and the cause is believed to have been spontaneous combustion of ground feed. My loss was \$4,000 on building and machinery and \$1,500 on grain and feed. The insurance amounted to \$5,500. I will put up a concrete building for grinding and will conduct a feed business, not dealing in grain to any extent.—C. A. Ingalsbe.

Oswego, N. Y.—Our malting plant, containing 40,000 bus. of malt, burned Dec. 30; loss \$100,000; fully insured. We do not know whether we will rebuild or not.—Albert Schwill & Co., Chicago.

BUFFALO LETTER.

Julius S. Smith, for 45 years weighmaster of this port, resigned Jan. 1.

The Husted Mlg. Co. has been merged with the Superior Elvtr. Co. and will operate under the latter name.

Some of the machinery for the new Connecting Terminal Elvtr. has been delayed and the elvtr. has not been put into operation. It is hoped that the difficulty will be overcome at an early date.

To celebrate the closing of the 1914 market and to, no doubt, inject a goodly portion of fighting spirit into members on 'change, some of the "boys" hired a little stranded "German" band to march on to the floor and play a few selections just after the close of business. Before the entertainment was over bombardments of flour and grain were being carried on with vim and many a suit of clothes and not a few countenances bore marks of the battle.

The announcement of the consolidation Jan. 1 of the Eastern Grain Co. with the Iron Elvtr. & Transfer Co. and the Eastern Mlg. Corporation has been sent to the trade. The new consolidation company will operate as the Eastern Grain, Mill & Elvtr. Corporation and will continue the grain business of the Eastern Grain Co. and the operation of the Iron Elvtr., also known as the L. S. & M. S. Ry. Elvtr. The new company has been incorporated and will build a 1,000,000-bu. lake and rail elvtr., on the Buffalo river. The house will be on a site adjacent to the N. Y. C. Ry. and near that part of the river recently deepened by the city. The new company has a capital stock of \$1,000,000, of which \$700,000 has been paid in. The officers are Nisbet Grammer, pres., Norman P. Clement, vice-pres., John J. Ram-macher, treas., and Geo. J. Grammer, sec'y.

Members of the Buffalo delegation now appearing before the Interstate Commerce Com'n in the hearings on flour and grain rates here, are keeping steadily at work and making a strenuous fight. They hold that the Atlantic seaports south of New York do not depend upon the Buffalo route as much as New York and Boston, and that the former ports are now getting an export rate that neutralizes this city's position on the lakes. Geo. E. Pierce, chairman of the transportation dept. of the Chamber of Commerce, says: "Buffalo is a break-rate point for 90% of its business and it should be on the remaining 10%. If the rate did break at Buffalo, the com's'n has been advised that the railroads would save a large expense on placing transit grain. The ex-lake grain rates east of Buffalo have been advanced 100% in the past 10 years and this operation has driven about 70,000,000 bus. of grain a year from the lakes to the all-rail route in the moving of grain from Chicago to the seaboard. The discrimination is completely at variance with the aims of the government, which has spent about \$200,000,000 on Great Lakes work." The complainants, the Chamber of Commerce and the Corn Exchange, have until Jan. 15 to file briefs with the com's'n, the defendant railroads have till Feb. 15 to file replies and the completed case of both parties must be in by April 1.

NORTH DAKOTA

Trenton, N. D.—P. H. Morrow is mgr. for the Farmers Elvtr. Co.

Flushing (Inkster p. o.), N. D.—J. N. Nelson is now mgr. for the Farmers Elvtr. Co.

Cando, N. D.—The elvtr. and feed mill of James N. Surber, prop. of the Farmers Elvtr. Co., burned recently.

Zap, N. D.—The new elvtr. of the Farmers Co-operative Co. has been completed. It has a capacity of 35,000 bus.

New Salem, N. D.—David Diets is increasing the storage capacity of his elvtr. and making other improvements.

Calvin, N. D.—The elvtr. of the National Elvtr. Co. has been closed since 1907. I am agt. for T. A. Brann.—L. J. Plowman.

Rawson (Alexander p. o.), N. D.—H. A. Braaten recently fell into the pit at the local elvtr. and had a badly lacerated ankle as a result.

Fillmore, N. D.—I am agt. for the Minnekota Elvtr. Co. and J. M. Harwood is the new agt. for the Spaulding Elvtr. Co.—Ole K. Lee.

Sweetwater, (Devil's Lake p. o.), N. D.—The elvtr. of the Farmers Elvtr. Co. burned Dec. 26. Nick Berg was mgr. The fire is thought to have been caused by an overheated stove in the office.

Hample, (Oakes p. o.), N. D.—The Hawkeye Elvtr. Co. has leased the elvtr. of the Osborne-McMillan Elvtr. Co. and now operates 2 houses. W. S. Trask is agt. for both.

Fargo, N. D.—The North Dakota Grain Elvtr. Mgrs. Ass'n will hold its annual convention in this city, Jan. 20 and 21. The meetings will be held in the Commercial Club Rooms. Nils R. Tacklind is sec'y.

The decision of Judge Amidon declaring unconstitutional the North Dakota law requiring commission merchants to take out a license and give bond is given in full elsewhere in this number of the Journal.

Genoa, (Norwich p. o.), N. D.—Our post office is Norwich, not Surrey, as has been reported. Our elvtr. is owned by E. H. Ray, of Surrey, and E. L. Champlin, of Norwich.—Genoa Grain Co., E. L. Champlin, mgr.

Spring Brook, N. D.—Henry D. Schaaf, agt. for the Victoria Elvtr. Co., committed suicide, Dec. 31. He shot himself thru the head with a rifle. He was dead when found.—T. C. Evensen, agt. St. Anthony & Dakota Elvtr. Co.

New England, N. D.—The elvtrs. of the Regent Grain Co. and the Geo. C. Bagley Elvtr. Co., containing 18,000 bus. of wheat, burned Dec. 26; loss, \$35,000. The blaze was discovered in the elvtr. of the Regent company at 9 a. m. and is believed to have been caused by a spark from a nearby round-house. The flames spread to the Bagley Elvtr. and for a time threatened the 5 other elvtrs. near by.

New England, N. D.—Our elvtr., burned Dec. 26, had a capacity of 25,000 bus. and contained 12,000 bus. of grain, most of it being wheat. Several carloads of coal and part of a carload of flour also burned, but all were fully insured. We expect to rebuild the house in the spring. It is understood that the Regent Grain Co., who also lost its elvtr., will rebuild.—R. C. Bagley, sec'y Geo. C. Bagley Elvtr. Co., Minneapolis, Minn.

OHIO

Barberton, O.—O. C. Barber is building a flour mill and elvtr. on his "model farm."

Akron, O.—Capt. C. O. Bonner has been appointed receiver for the Pioneer Cereal Co.

Circleville, O.—The Ohio Cereal Co. has reduced its capital stock from \$200,000 to \$50,000.

Williamsport, O.—Ballard B. Yates has completed his new elvtr. and it is now in operation.

College Corner, O.—Owen P. Davis is contemplating the installation of a 50-bbl. mill to be operated in connection with his elvtr.

Mansfield, O.—W. O. Crall has bot a half interest in the Mansfield Hay & Grain Co. J. H. Smith owns the other half of the stock.

Portsmouth, O.—H. S. Grimes, who has been ill again in a hospital at Cincinnati, has returned home and is reported to be feeling much better again.

Wapakoneta, O.—Benj. Bitler, well known to the older members of the grain trade in this section, died Dec. 22. He was the father of Wm. Bitler, vice-pres. of Hauss & Bitler Co.

Mt. Corey, O.—I am now mgr. for the Farmers Elvtr. & Exchange Co.—V. M. Woolley, formerly at Jackson Center.

Botkins, O.—The Botkins Grain Co. has completed its 20x40 ft. galvanized iron addition to its elvtr. and has installed a 25-bbl. mill operated by electricity.

Savannah, O.—My elvtr. completed Dec. 1, will be called the Farmers Elvtr. It has a capacity of 13,000 bus. and is equipped with clipper cleaner, wagon dump scales and engine.—E. S. Wicks.

Savannah, O.—The elvtr. of Brown Bros., containing 2,000 bus. of wheat, a carload of flour and a quantity of feed, burned at 10:30 p. m., Dec. 18; loss, \$6,000; insurance, \$4,000. The elvtr. was completed about a month ago and has been in operation for about 3 weeks. The fire had gained considerable headway when discovered and as the only water supply was in a well under the blazing house nothing could be done to save it. The flames are thought to have started in the basement and a rigid examination will be made of the ruins, as it is reported one of the doors of the elvtr. was open. J. J. Brown closed the house at about 6 p. m., and there was no fire in the basement at that time. E. E. Miller & Co., of Nova, were lessees of the elvtr. and carried \$2,000 insurance. Their loss amounted to \$300. The house will be rebuilt at once.

CINCINNATI LETTER.

W. E. Evans, C. J. Bender, J. A. Stevens and Ralph H. Brown have been admitted to membership in the Chamber of Commerce.

The annual election of the Chamber of Commerce will be held Jan. 13. The regular ticket is as follows: Thos. C. Powell, pres.; Wm. B. Melish, vice pres.; directors, F. B. Beinkamp, H. A. Lockwood, W. F. Ray, Andrew E. Burkhardt and Frank F. Currus. Henry Brouse is the candidate for re-election as sec'y.

An elaborate vaudeville and musical program was enjoyed by the members of the grain trade at the annual dinner of the Grain & Hay Exchange, held at the Hotel Sinton, Dec. 31. Pres. Wm. R. McQuillan was toastmaster and most of the performers were from the ranks of the membership. Henry Willsey and Tom Parker made the piano talk. Geo. A. Dieterle, Bob Strong, Harry Niemeyer and Henry Haile sang. Ralph Broom delivered a neat monologue and Jos. D. Morten told stories. Roger and Sue Ferger were the dancers. Everybody present voted the entertainment a great improvement over the old way of celebrating the advent of the New Year with a battle royal of grain samples and bags of flour on the exchange floor at the close of the market.

TOLEDO LETTER.

W. H. Haskell is mentioned as the next postmaster of the city. He is a member of the W. H. Haskell Grain Co.

A miniature rainstorm of grain descended on the heads of the unwary at the close of the market, Dec. 31. The injuries reported consisted of broken eye glasses and a number of crushed hats.

"Blind Harry," who for many years has sold fruits and nuts on the floor of the Produce Exchange, was the recipient of \$150, Christmas eve, the gift of members of the exchange who have known him for 15 years.

The annual election of officers of the Produce Exchange was held Jan. 4 and Pres. F. O. Paddock was re-elected for a third term. Other officers are: First vice-pres., John A. Smith; second vice pres., Daniel W. Camp; sec'y, Archibald Gassaway; treas., Fred W. Jaeger; directors, Frank I. King, David Anderson, Cyrus S. Coup, Ezra L. Southworth, H. Wallace Applegate, Jesse W. Young, Frank W. Annin, Harry R. DeVore, Frank R. Moorman, and George D. Woodman; com'ite of arbitration, E. L. Camp, L. A. Mennel, R. S. Sheldon, K. D. Keilholtz, C. W. Mollett, E. A. Nettleton and Fred Mayer; com'ite of appeals, W. H. Haskell, R. L. Burge, F. C. King, G. J. Rudd, W. A. Boardman, O. H. Paddock, J. Wickenhiser, R. P. Lipe, W. E. Stone, C. S. Burge and C. Rockwell.

OKLAHOMA

Atoka, Okla.—We have no elvtrs. at this station as reported.—S. T. A.

Bradley, Okla.—We have closed our elvtr. for the season.—Moore Grain Co.

Yukon, Okla.—The Yukon Mill & Grain Co. will build a metal shed to protect its loading platform.

Madill, Okla.—Wm. L. Newsom, of McKinney, Tex., has bot an additional interest in the Marsh Mlg. & Grain Co. and will be mgr. of the company.

Supply, Okla.—The Sappington Grain Co. has taken over the elvtrs. of the Sappington-Larmers Elvtr. Co. at this station, Laverne, Gate and Knowles. Roy Sappington is now sole owner with headquarters here.—J. W. L., Sappington Grain Co.

Oklahoma City, Okla.—The attention of shippers in this state is being called to the provisions of the Public Warehouse Bill, especially to sections 8825 and 8826, in which it is explained that no elvtr., warehouse or granary of less than 25,000 bus. capacity can be called a public warehouse, public warehouses being elvtrs. in which grain owned by different parties is mixed or stored in such a way that its identity is lost.

OREGON

Portland, Ore.—The Portland Flour Mills Co. will spend \$7,000 in improvements on its docks.

Portland, Ore.—Total receipts of wheat and barley at this port were less than those of 1913 but oats receipts were exceeded by 5,077 tons. Receipts for 1914 were 21,348,000 bus. of wheat, 83,895 tons of barley and 49,100 tons of oats, compared with 23,075,000 bus. of wheat, 89,880 tons of barley and 44,023 tons of oats. Total exports from the port during the year were 7,836,726 bus. of wheat, 2,060,633 bus. of barley and 599,742 bus. of oats, compared with 8,898,605 bus. of wheat, 2,003,510 bus. of barley and practically no oats for 1913.

PENNSYLVANIA

Catawissa, Pa.—We expect to build, or remodel our warehouse, and either put in tanks or build bins.—M. J. Grimes & Bro.

Avondale, Pa.—Geo. Webster was instantly killed recently when he was caught in the machinery at his mill. He was alone at the time of the accident which was not discovered until a customer looked for him in the mill when unable to locate him in the office. His body was found wrapped around one of the shafts.

PHILADELPHIA LETTER.

Ben B. Bryan has applied for membership in the Commercial Exchange.

The grain com'te of the Commercial Exchange is considering the appointment of an additional deputy to look after shipments at the Girard Point Elvtr.

Abraham P. Foering died Dec. 18, aged 66 years. Mr. Foering has been connected with the grain interests here for 45 years, beginning as weigher in the old Washington Ave. Elvtr. of the Penna. Ry. Co. Since 1877 he has been identified with the grain inspection dept. of the Commercial Exchange. He was in apparently good health but was found Dec. 16, unconscious at the Washington Ave. Elvtr. which is now being dismantled and died without regaining consciousness. Death is believed to have been due to an epileptic attack. He was a brother of Chief Grain Inspector Jno. O. Foering.

Austin Farrell, employed by the Girard Point Storage Co., became unconscious Dec. 21 while filling a bin with flax seed and died later at the hospital. It is believed that heart disease was the cause of his death. A report was circulated to the effect that he had been overcome by gas generated by flaxseed which was claimed to be poisonous. Such a report is an absurdity. The best authorities, who have handled flaxseed for a long period of years, state that in all their experience

they have never heard of such a thing as suffocating or poisonous gas given off by flaxseed. It is that that the report may have been given credence by some from the fact that flaxseed has an unpleasant odor, characteristic of linseed oil or fresh paint, which is more or less intense and might be slightly nauseating to some people but the odor is not poisonous or deadly.

PITTSBURGH LETTER.

Pittsburgh, Pa.—A com'te composed of J. J. McCaffrey, A. H. Sunshine and Elmer Guyton is making arrangements for the annual smoker of members of the Hay & Grain Exchange.

The interpretations of the railroads at this market, of the internal revenue law relative to the affixing of stamps on the Bs/L are given in the following bulletin recently posted on the Grain & Hay Exchange: The Penna. Ry. Co. and the P. C. C. & St. L. will require stamps, duly cancelled, to be affixed to all reconsignments outside the switching limits and as the stamps must be affixed to the receipt given by the carrier to the person ordering the reconsignment, it will be necessary to make duplicate shipping orders or make a shipping order and B/L to cover each reconsignment, the stamp to be affixed to the duplicate shipping order or to the B/L, which will be returned to the person ordering the reconsignment. Shipments reconsigned to points within the switching limits of Pittsburgh will not require a stamp unless some additional charge is made, such as demurrage, switching or reconsigning. The Wabash-Pittsburgh Terminal Ry. will require new Bs/L for each reconsignment to which must be attached a stamp duly canceled. The B. & O., P. & L. E., P. R. R. and B. R. & P. will not require stamps to cover any reconsignment whatever, unless a new B/L is desired by the person ordering the reconsignment, in which case a stamp, duly canceled, must be attached to the new B/L.

The following bulletin was recently posted on 'change by Traffic Mgr. C. G. Burson, of the Hay & Grain Exchange: The tariffs of the Pennsylvania Co., P. C. C. & St. L., B. & O., P. & L. E. and W. P. T. railroads, covering reconsignment privileges on grain, feed, hay and straw, which were suspended at our request by the Interstate Commerce Com's'n. went into effect on Dec. 26, on which date the com's'n vacated the order of suspension. Under these tariffs the cars which remain on track longer than the free time will be subject to a reconsignment charge of \$2 per car in addition to the demurrage charges, and all cars reconsigned from the hay and grain yards to a point within the Pittsburgh switching limits will be allowed only one more reconsignment to another point within the switching limits, for which the charge will be \$3 per car if car has been placed for unloading. Subsequent movements will be charged for at regular tariff rates. The charge of \$2 for reconsignment to points east of Altoona, Cumberland, etc., has been eliminated. Furthermore, cars arriving via the Pennsylvania Lines and reconsigned to any point on the P. C. C. & St. L. or Pennsylvania Co. will be subject to the usual back-haul rates. The Pennsylvania Lines tariffs also eliminate all transit privileges through the elevators on bran, middlings or screenings. The B. & O. tariff, while it includes the privileges mentioned above as regards reconsignment charge, covers considerable territory in West Virginia which was not previously opened to the Pittsburgh market. However, during the period of suspension the B. & O. filed another reconsignment tariff and it is not just clear where that road stands under the order of the commission. The matter is now up with the B. & O. We have the promise of the Pennsylvania Lines that they will remove some of the objectionable features above outlined as soon as the full text of the commission's decision in the case is known, but until such adjustment is made the rules as above set forth will obtain.

The following bulletin has been posted on 'change by C. G. Burson, traffic mgr. of the Grain & Hay Exchange: the tariffs covering the advance in the minimum weights of grain which were to become effective Dec. 16, 1914, have been suspended by the Interstate Commerce Com's'n until Mar. 31, 1915, pending investigation; therefore the minimum weight on the various grains will remain the same as heretofore, until otherwise ordered. I understand, however, that the Com's'n apparently overlooked the Penn. Ry. tariffs and tariffs on this line have not been suspended as yet. Any shipments originating on the Penn. Ry. at Pittsburgh or East will, therefore, be assessed on the minimum weight of 60,000 lbs., except oats, which remain at 48,000 lbs.

SOUTH DAKOTA

Centerville, S. D.—Leonard Peterson and O. Skotvold have bot the elvtr. of the Reedy Grain Co.

Quinn, S. D.—I am now located at Flatiron.—Lev. Hopkins, formerly agt. G. W. Van Dusen & Co.

Fulton, S. D.—Lyle Washburn has bot the property of C. B. Welch and will take possession Mar. 1. He will also take charge of the elvtr. of Hubbard & Palmer of which Mr. Welch is mgr.

Rowena, S. D.—Anderson & Severson have leased the elvtr. of G. H. Perry until May 1. Mr. Severson was mgr. for Mr. Perry, and is still mgr. of the Perry Lbr. Yard. Mr. Anderson was ass't mgr.

Sioux Falls, S. D.—We have made our headquarters in this city instead of at Sioux City, Ia., as at first intended and I will handle the Canadian, southern and eastern business from this office, the western business being handled by our representative at Sioux City.—E. M. Kauth, E. M. Kauth & Co.

SOUTHEAST

Lynchburg, Va.—J. W. Flaherty is mgr. of the Piedmont Mill which took over the plant of J. I. Pritchett & Co., Jan. 1.

Lynchburg, Va.—Walter F. Ferrell, for the last 9 years with Jas. I. Pritchett & Co., is now mgr. for the southern branch of the Saginaw Mlg. Co. at Richmond.

Tampa, Fla.—E. E. Freeman was the purchaser of the interest of C. M. Knott in the firm of E. E. Freeman & Co. The name of the company will not be changed.

Huntington, W. Va.—The Mootz Feed Co. has built a new corn feed mill and a 12,000-bu. elevator. The mill has a capacity of 1,000 bus. of meal and 2,000 bus. of feed a day. The latter is cracked corn, chicken feed, etc. This firm makes a specialty of feed, hay, grain and produce. They will now go more heavily into the grain business, but will not handle wheat.—S.

TENNESSEE

Paris, Tenn.—The name of the Memphis Cereal Co., which moved its headquarters to this place some time ago, has been changed to the Paris Cereal Co.

Memphis, Tenn.—At the annual dinner and election of the Memphis Hay & Grain Ass'n, held at Hotel Chisca, Dec. 18, J. B. Edgar was elected pres., Robt. B. Buchanan, vice-pres., and C. B. Stafford, sec'y-treas. A feature of the evening was the presentation of a silver service to H. H. Maury of the firm of Webb & Maury, which went out of business Jan. 1, after an existence of more than 30 years. G. E. Patteson made the presentation speech.

Rives, Tenn.—Our plant containing 1,500 bus. of oats, 2,000 bus. of ear corn and a quantity of wheat and field seeds, burned Dec. 23, and was a total loss. We carried \$5,000 insurance on the mill building and machinery and figure that our net loss is about \$4,500 to \$5,000. We do not know the origin of the fire, but think it due to someone not employed in the mill who was probably smoking while hiding in the plant. No action as to the future has been taken.—Rives Grain Co.

Nashville, Tenn.—Miss Rachel Neil has asked the courts to enjoin creditors of her father, J. H. Neil, a well known grain dealer and broker at this market, who died some time ago, from applying life insurance policies to the settlement of the liabilities of the estate.

TEXAS

Bolivar, (Sanger p. o.), Tex.—The Gulf & Interstate Ry. Co. is reported to be contemplating the erection of an elvtr. here.

Fort Worth, Tex.—Irwin A. Mabry was recently married to Miss Wilda Morton. Mr. Mabry is with the Panther City Grain Co.

Forney, Tex.—We have replaced our warehouse, burned Aug. 3, with a 100x120 ft. concrete and iron building.—Forney Hay Co.

Troy, Tex.—J. T. Jordan, who was mgr. for us for several years, but who went to Oklahoma about a year ago, has returned and is again mgr.—Maedgen Grain Co.

Texas City, Tex.—O. J. Cook, Jr., formerly with the Kemper Grain Co., of Kansas City, Mo., has succeeded J. H. King as supt. of Elvtr. "A" of the Texas City Elvtr. Co.

Belton, Tex.—J. S. Dunn, A. T. Van Ness and J. W. McCorley have organized the Dunn Van Ness Co. and have opened for business in the building formerly occupied by the Everett Grain Co.

McKinney, Tex.—The new 200,000-bu. elvtr. of the Collin County Mill & Elvtr. Co. has been completed and is in operation. The house is of concrete construction and is 100x44 ft. on the ground and 108 ft. high.

Fort Worth, Tex.—P. A. Crane succeeded G. C. Mountcastle as mgr. of our local office in this city, Jan. 1. Brinkley Evans, formerly with Goffe & Carkner of Kansas City, Mo., is ass't mgr.—J. Rosenbaum Grain Co., Chicago, Ill.

Fort Worth, Tex.—The application of the leading railroads of the state for an advance in freight rates in Texas, will be heard before the state railroad com's'n, Jan. 11. Members of the grain trade are vitally interested in the outcome.

Fort Worth, Tex.—The following have been recently admitted to membership in the Texas Grain Dealers Ass'n: Clayton & Marshall, San Antonio; Farmers Shipping Ass'n, Canadian; Edwin Fore, Pittsburg; Higgins Grain Co., Higgins; Lillard Mlg. Co., Decatur, and G. L. Townsend Grain Co., Happy.—H. B. Dorsey, sec'y.

Fort Worth, Tex.—G. C. Mountcastle, formerly mgr. for the Rosenbaum Grain Co. at this market, and Robert I. Merrill, also employed by the company, have severed their connections with the firm and will engage in the grain business on their own account. They will operate as the Mountcastle-Merrill Grain Co. with offices in the Grain & Cotton Exchange.

GALVESTON LETTER.

Many improvements will be made in the Cotton Exchange and Board of Trade Bldg., including a new roof and the establishment of new offices on the 4th floor. The grain inspection dept. of the exchange earned \$29,946.96 during the year just closed.

The total value of the grain in the "Sunset" Elvtr. at the time of the fire has been placed at \$877,963, but the insurance amounted to \$1,531,750. A large amount of grain had been shipped out the day prior to the fire, which accounts for the over insurance. It is believed that the salvage grain will amount to at least 5 per cent.

Three pile drivers and more than 200 men are working day and night on the new "Sunset" Elvtr. of the Sou. Pac. Ry. Co. Work on the piling will be finished about Jan. 10, and work on the 1,000,000-bu. re-inforced concrete superstructure will be started at once. The house is to be completed and put into operation by June 1. James Stewart & Co. have the contract.

There have been many reports as to the building of an elvtr. by the Santa Fe Ry. Co. at this port, but Chicago officials of the road declare that there is absolutely no truth in the statement, and that the company will not build at this point.

The directors of the Cotton Exchange and Board of Trade are considering a new plan for the weighing of grain at this port by which a standardized system of weighing under the supervision of the exchange will become effective. In operation, the proposed system would have two weighers stationed at each elvtr. checking each car as it is weighed. A double tally would be kept. The carriers in general favor the change. F. C. Maegly, ass't gen. frt. agt. of the Santa Fe, says: "Bulk grain is generally traded in on the basis of terminal elvtr. weights, and these elvtrs. usually weigh grain in hopper scales after unloading it from the cars. Individual shippers can not be present to witness the unloading and weighing of their grain in the elvtr. Neither can the railroad agts. undertake such supervision. It is not to be inferred by this that there is something the matter with the Galveston elvtr. weights. But it is natural that people selling their grain on a basis of destination weights should want to know that their interests are amply safeguarded when their cars are unloaded and their grain is weighed. Various trade organizations have already established these grain-tally check-weighing systems and they give excellent satisfaction wherever they exist and are efficiently administered. The carriers are co-operating with the grain people in their efforts to bring about the desired arrangements in Galveston."

UTAH

Lehi, Utah.—Application for the dissolution of the corporate existence of the Lehi Mill & Elvtr. Co. has been asked by Geo. G. Robinson.

Ogden, Utah.—The reports that we are building 16 elvtrs. in and around this city are untrue. It is true that we are building 16 elvtrs., at the same time they are all enclosed in one building here in Ogden. They have a capacity of 50,000 bus. all told and are to be used to segregate the various kinds of grain which we expect to be using in the manufacture of our cereal food products. We are erecting a cereal factory to cost in the neighborhood of \$120,000 complete. The building is 151x53 ft., 4 stories, brick and stone, with a full cement basement. In addition to this there are the elvtrs. above mentioned and also a stock feed factory for the manufacture of condensed stock feed from the refuse of the mill. The company is incorporated for \$200,000. The officers of the same are Matthew S. Browning, pres.; Governor William Spry, Salt Lake City, 1st vice-pres.; John A. Hendrickson, Logan, 2d vice-pres.; Angus T. Wright, Ogden, 3d vice-pres.; Lon J. Haddock, Salt Lake City, treas.—Utah Cereal Food Co.

WASHINGTON

Pullman, Wash.—The 9th annual convention of the Washington State Grain Growers, Shippers & Millers Ass'n was held in this city Jan. 5, 6 and 7. The meeting was opened by Pres. Sam'l Glasgow, of Spokane, who delivered his annual address. Among the other addresses of interest were "The Extension Movement and the Smith-Lever Bill," E. A. Bryan, Pullman; "Grain Standardization," R. D. Jarboe, state grain inspector, Tacoma; "Report on Smut Investigation," I. D. Cardiff, director, Pullman; "Demonstration of Smut Explosion," M. Olson, Pullman; "What Effect will the Panama Canal have on Wheat Prices?" J. T. Bibb, Tacoma; "To What Extent and How Permanently will the European War Affect Grain Prices," R. T. Lord, Spokane; "What Influence will the Present Rise in Grain Prices have on Diversified Farming," A. L. Roger, Waterville. An experience meeting was held on the 6th, led by E. C. McClusky and many of the farmers present were called upon to tell of their "Experience with Smut." This convention is better known to the grain trade as the "Smut Convention."

Endicott, Wash.—H. J. Miller recently bot 130,000 Calcutta grain bags direct from the manufacturers for \$5.75 per hundred. Grain dealers are quoting 7c each for bags. The price paid by Mr. Miller is the lowest in years.

Tacoma, Wash.—John T. Bibb, mgr. of the Tacoma Grain Co., while driving his automobile, had the misfortune to collide with a motorcyclist. The driver of the motorcycle was not injured but the machine was badly damaged.

WISCONSIN

Shawano, Wis.—The Emil T. Raddant Brewing Co. is building a 2-story elvtr. and warehouse.

Suring, Wis.—The old post office bldg. will be used as a seed and grain warehouse by Jos. Thielke.

Prescott, Wis.—Mr. Campbell of Ellsworth will be ass't mgr. at the elvtr. of the Equity Exchange. Fred Brendemuehl is mgr.

Weyauwega, Wis.—Weyauwega Mlg. Co., incorporated; capital stock \$25,000; incorporators, David E., Harry, and B. Reese and F. S. Bradford.

La Farge, Wis.—We are only starting a retail flour and feed business here and will not enter the grain trade as reported.—A. C. Getty, Getty & McVey.

Chilton, Wis.—The Chilton Malting Co. has completed the installation of electrical power and equipment in its malt house and elvtr. Two 150-k.w. generators and four switchboards control the current.

Superior, Wis.—Andrew Nelson, a foreman in Elvtr. "M," operated by the Belt Line Elvtr. Co., fell headlong from the top of a cleaning machine in the elvtr. recently and was seriously injured. His head was severely cut and bruised and one shoulder was dislocated. Reports from the hospital state that he will recover.

Superior, Wis.—The legislative com'te of the Commercial Club held a meeting Dec. 28 and issued an invitation to all elvtr. officials to present their views in regard to the taxation of grain in elvtrs. here. It is proposed to frame an amendment to the grain tax law and to present it to the legislature at its January session which convenes Jan. 13. At present the storage grain in the elvtrs. May 1 is taxed at the regular rate. It is proposed to amend the law so that a small fraction of a cent tax is levied on each bu. of grain handled at the elvtrs. throughout the year.

MILWAUKEE LETTER.

The finance com'te of the Chamber of Commerce has fixed the rate of interest of advances for January at 6 per cent.

Wm. Wesson, a member of the Chamber of Commerce since 1876, died Dec. 25, at the age of 74. For many years Mr. Wesson was grain buyer for the Eagle Flour Mills here, retiring from active business about 1904.

The E. G. Hadden Co., one of the oldest grain brokerage firms at this market and a member of the Chamber of Commerce, will reorganize under the name of E. G. Hadden Grain Co. E. G. Hadden is pres. and N. M. Kent, vice-pres. and sec'y of the new company which will enter the cash grain business with a capital stock of \$100,000.

Wm. Bothe, member of the Chamber of Commerce since 1875, died Dec. 28, of kidney trouble. He had been ill for the last 5 months. For 40 years he was engaged in the feed and grain business in this city and he was one of the oldest members of the exchange. The firm of Wm. Bothe & Son was organized in 1870 and continued in business in the same quarters until 1890. He is survived by his widow and one son.

The usual entertainment for the members of the Chamber of Commerce, Dec. 31, was furnished by professionals this year, instead of by exchange talent as has been the custom. Everybody had a good time and a vote of thanks was given Chairman A. R. Taylor of the entertainment com'te and his able assistants, A. J. Riebs, A. L. Johnstone, W. E. Schroeder, W. J. Armstrong, Carl Bauman and Frank Phelan.

A new high water mark was set by the grain trade of Milwaukee in 1914, and the members of the Chamber of Commerce, whose energies are directed toward the merchandising of the cereal products of the farms, have every reason to be proud of the record. It was not a small increase, but a substantial 27 per cent gain in receipts over the year before, when the receipts were the largest of any previous year. There was a marked revival of activity in lake shipping during the past season insofar as the grain for eastern markets was concerned. Total shipments of grain by rail and by water were approximately 50,000,000 bus., and of this amount some 23,000,000 bus. were carried by way of lake transportation. This quantity is twice as large as that shipped by the same route in 1913, and is the largest on record.—H. A. Plumb, sec'y Chamber of Commerce.

Intpretation of Stamp Tax to be Reasonable.

C. A. Magnuson and J. H. McMillan, representing the Minneapolis Chamber of Commerce, and C. F. Macdonald, sec'y of the Duluth Board of Trade, went to Washington Dec. 29 and secured from Internal Revenue Commissioner Osborn a confirmation of the interpretation of the stamp tax act as applying to cash transactions which had been granted to J. C. F. Merrill, sec'y of the Chicago Board of Trade in a telegram Dec. 2.

The ruling is that the exempt "Cash transactions in grain are those that are consummated between the original parties within the time limit and under the rules of the grain exchanges." Thus if a cash trade under the rule of the exchange permits delivery of the property 3 days or, as in some cases 20 days after the sale, the transaction is not taxable.

At a meeting of secretaries of the grain exchanges held at Chicago at the call of E. D. Bigelow, sec'y of the Kansas City Board of Trade, a few days ago, the grain exchanges of Milwaukee, Omaha, Kansas City and Chicago were represented, to consider the application of the tax. The interpretation was found to be uniform at the different markets, except the collector of revenue at one point had erroneously held that a trade between the members of an exchange in one city and a member of an exchange in another city was taxable.

Commissioner Osborn is disposed to carry out the wishes of the Senators expressed when enacting the law, that merchandizing transactions in grain should be exempt, and that speculative trades only be taxed; but the attorneys in the department hold for a literal reading of the act.

The senators understood that the bill of lading and its use in closing a transaction defined a cash sale; and that the warehouse certificate and its use in closing a pit trade, defined a speculative sale. Thus the bill of lading and the warehouse certificate afforded the sharp line of demarcation which is so desirable in enforcing a statute carrying a penalty for violation.

This matter of stamp taxes on grain transactions emphasizes the great lack of information in the rank and file of Congressmen on technical trade subjects. Whenever they are fully informed the legislators are willing to and effectively do serve the interests of the public. Possibly if the exchanges and the grain trade ass'ns united in a representation to Congress a clause could be written into the Act by amendment exempting from the tax "trades closed by delivery of bill of lading."

Presenting Claims to Railroads.

Claims for loss, damage or overcharge, filed with railroad claim bureaus, will be paid more promptly if presented in a brief and intelligent manner. The grain dealer is likely to have 2 varieties of claims against the railroads, one for overcharge in rates, the other for loss or damage of grain in transit.

As the method of presenting a claim for loss would not be adaptable to reparation for overcharge the Freight Claim Ass'n has outlined the points to be brot out in each instance, as follows:

OVERCHARGE CLAIMS. The following documents should be submitted by claimant in supporting claim for overcharge in rate, classification or weight: A, original B/L, if not previously surrendered to carrier. B, original paid freight bill. C, original invoice, attested copy or such other evidence as may be necessary to prove the rate, weight or classification claimed. D, statement of claimant showing how overcharge is determined with reference to published tariff or other authority for rate, weight or classification claimed. E, when for any reason it is impossible for claimant to produce original paid freight bill or bill of lading, claimant should indemnify carrier or carriers against loss by payment of duplicate claim supported by original documents. F, the absence of any of these documents should be explained.

LOSS AND DAMAGE CLAIMS. The following documents should be submitted by claimant in supporting claim for loss or damage: A, original B/L, if not previously surrendered to carrier. B, original paid freight bill. C, original invoice or attested copy. D, statement of claimant showing how amount of loss or damage is determined, with such other evidence as may be necessary to substantiate same. E, when for any reason it is impossible for claimant to produce original paid freight bill or B/L, claimant should indemnify the carrier or carriers against loss by payment of duplicate claim supported by original documents. F, the absence of any of these documents should be explained.

The claim dept of the Indiana Grain Dealers Ass'n has adopted this method of filing requests for reparation and has collected 180 claims out of 311, 35 being rejected, and the balance under consideration.

A comparatively new law in Indiana provides that the Railroad Com's'n shall determine the validity of intrastate claims, and carrier and claimant must accept the findings of that com's'n as final or incur liability of a penalty should the courts fail to alter the Com's'n's order. When the question of weights is stated to this com's'n by the shipper the burden of disproving these weights is placed upon the carrier. The shipper, when making his claim, should be certain his weights are correct, and this evidence under oath, should be given the claim dept.

Many claims arise where the seal on car has been broken and the door opened. In this case a complete record can be obtained by the receiver in the form of a certificate of inspection upon application to the railroad. A leaky car should be handled in the same way. The Interstate Commerce Com's'n requires that carriers desist from lax methods of conducting their business, so the railroad must have absolute proof that a claim is just before it is permitted to advance any money. If presented along the lines here outlined the railroad will be pro-

tected in making refund as well as having the claimant's side presented intelligently and briefly.

A Grain Man's Creed.

BY WALLACE MACMILLAN.

A business can only be permanently successful that is founded on sound economic principles. This axiom need only be stated to be admitted; and yet few men ever seek to apply it to their own individual enterprises. They take it for granted that the principles upon which their business is founded are sound, but have only a vague idea what those principles are. Every man should formulate a code of business rules, which he should keep in a conspicuous place and use them as a guide and inspiration.

The most auspicious time to give thought to this matter is the first of the year. We instinctively review the year that has passed and look forward hopefully to the year that has begun. We see our personal faults and our business mistakes in a clear, unprejudiced light; and we determine to do better in the coming year.

The good of New Year's resolutions is entirely dependent upon the degree of firmness with which they are adhered to. However, some advance is achieved even in realizing that improvement is needed, but a measurable advance is only possible thru the unwavering determination to carry out every resolution unflinchingly thru the entire year.

Every grain man should make his own business code, fitted to his personality and business; but the following is offered as a guide and inspiration:

I RESOLVE:

- To post prices and stick to them.
- To buy all grain by grades, and to keep the different grades in separate bins, so far as possible.
- To refrain from lending bags, advancing money to farmers, or storing their grain free.
- To be satisfied with the business that I can get at a fair margin and permit my competitor to have his share.
- To give the cause of better farming my financial and moral support.
- To keep my elevator and office in a clean, attractive condition.
- To refrain from consigning my grain to receivers at organized markets not members of the board of trade.
- To help the state grain dealers ass'n by joining, if not a member; if a member, by attending all conventions, by taking an active part in ass'n work, and by urging neighboring grain dealers to join.
- To cooper all cars carefully so as to avoid losses in transit and to send weight certificates with all consignments so as to collect for such losses when they occur.
- To test all seeds before selling them to farmers, and to urge the farmers to sow only the best and most vigorous seeds obtainable.
- To be cautious and prudent in entering any business deals, and once committed, to fulfill both the letter and the spirit of all contracts.
- To keep businesslike records of every transaction and to run my office in a systematic manner, so that I may know always just exactly how I stand.
- To keep an open mind upon all subjects which I have not carefully studied, to accept gladly the suggestions and advice of others, to be respectful to those of greater experience than myself and tolerant to those of less.
- To remember that money does not measure success, to strive for the love of my family and the respect of my friends, to conduct myself at all times so that I may have nothing to forget and nothing to conceal; to have interests in life outside of my business, to try to achieve the fullest measure of usefulness and happiness, to drink deeply of life, and at all times to be a man.

I LIKE the Grain Dealers Journal and it should be in the hands of every grain dealer.—C. A. Mix, Lidgerwood, N. D.

Crop Improvement.

CORN GROWING, with suggestions to teachers, is the subject of a paper in N. J. Dept. Pub. Instr., El. Agr. Leaflet 3, 1914.

WINNERS in the Lansing wheat exhibition of the Michigan Agricultural College, Jan. 12 to 15, will be awarded cash prizes. Keen competition is expected.

BOYS' CORN CLUB work and instructions to members of such clubs are subjects covered by T. E. Browne, and W. J. Jernigan in N. C. Sta. Circ. 17, 1914, and Ark. Sta. Circ. 24, 1914.

CORN CLUB CATECHISM with introductory stories is given space in Clemson Agr. Col. Bul. 1, 1914. The author, W. H. Barton, gives accounts of the legumes in story form, following with corn club resolutions and instructions for corn club members.

RYE may be used to advantage as a crop for the cotton belt. It can be used as a winter cover crop, a winter grazing crop or as a seed crop. Rye is adapted to larger areas than wheat and stands cold weather better than oats. Rye grain is valuable as a feed for cattle, hogs and horses.—P.

CROP IMPROVEMENT COM'ITE, Chicago, is sending to crop improvement clubs, schools, and others interested in the movement, its "rag doll" No. 2, with instructions for testing corn or other grain. The new device has facilities for testing five ears at once and will be sent free of charge to grain dealers.

CORRESPONDENCE COURSES in agriculture are being conducted by the Iowa State College of Agriculture at Ames. Lessons are sent out in assignments of 5 each accompanied by a question blank to be filled out and returned to the college after lessons are studied. The time required for each lesson will average a half hour, and upon completing all lessons a thoro examination will be given.

THE SOILS AND CROPS Dep't of Purdue University Agricultural Experiment Station is requesting farmers who have distinct strains of pure, clean and germinable seeds, which have done well for them, to advise the Dep't of the quantity and price of these seeds. Two-ounce samples of the seeds offered for sale should be sent the Dep't, where they will be examined, and the result made known to prospective purchasers who make inquiry of the Soils and Crops Dep't for pure seed.

COUNTY AGENTS of Colorado working for the improvement of Colorado crops will hold a conference Jan. 14 at the state agricultural college, Fort Collins, in conjunction with the 6th annual session of the state farmers' congress. The conference will be attended by representatives of the U. S. Dep't of Agriculture and others interested in crop improvement. Colorado leaders will discuss the work in their home counties, after which talks will be given on the effect of the European war on American agriculture, the Smith-Lever act, and what the state must do to take advantage of it. A general discussion will close the meeting.

ST. PAUL'S ANNUAL ice palace, which has given work to many unemployed men, will not be constructed this year, and it is likely that a corn palace be substituted. The effects of the ice palace are said to be detrimental to the city, in giving residents of other sections the idea that St. Paul is an unusually cold city.

Books Received

THE DAILY NEWS ALMANAC AND YEAR BOOK for 1915 quotes in table form the statutory weights per bu., imports and exports by countries for last 8 years, details of the customs tariff duty, agricultural statistics of each cereal by states and counties for 7 years, statistics of the United States railroads to June 30, 1914, explains the new federal reserve banking system, showing cities and boundaries of districts with map, and much political information on Congress and the states, particularly for Illinois and Chicago. The European war is fully covered up to the time of going to press, the White papers and documents exchanged prior to the war being fully quoted. The Daily News Co., Chicago, price 25c.

SUPPLEMENTAL DIGEST OF DECISIONS under the Interstate Commerce Act, by Herbert C. Lust, contains over 5,000 principles governing traffic, decided by the Com'n from July 1, 1912, to Dec. 1, 1913. Decisions are arranged according to date of hearing and if modified or reviewed by any court such fact is stated. Some of the matters upon which decisions are quoted are: Constitutionality of the act to regulate commerce; control, regulation, justification and reasonableness of advanced rates; allowances; back hauls; Bs/L; cars and car supply; claims; classifications; clipping and cleaning; demurrage; discrimination; elevation; export rates and facilities; grain doors; minimums; reparation; weights and weighing, and wharfage. The book may be obtained of Henry C. Lust, Chicago, price \$9.75, for both Digest and Supplement.

THE 1915 COMMERCIAL ATLAS of Rand, McNally & Co., Chicago, contains double-page maps of all the States and detailed maps of the Canadian Provinces, Mexico, Central America and all South American countries; special ocean traffic maps, with distances between the various seaports, and showing mileage saved by use of the Panama Canal; complete list of steamboat and steamship lines; map of Great Lakes and vicinity showing transportation routes; a list of all ports—gulf, coast and interior; the principal navigable rivers and canals; information on every railroad in the United States, Canada and Mexico, including mileage; a table showing shortest rail distances between various points in the United States; a freight traffic and a passenger traffic map of the United States, with chart on American tariffs; an industrial map of the country. These subjects, of value to all shippers, are illustrated by beautiful engravings of maps or charts 28x21 inches in size. The volume contains some 450 pages of useful general information, including complete indexes of all towns. Price, \$15. Practically the same valuable information given in former editions will be embodied in the new volume, except that figures, maps and data will be revised to December, 1914.

CANADIAN reserves of wheat amount to 43,000,000 bu., according to E. S. Parker of Winnipeg. Growers of the 3 northwestern Provinces expect an increase in spring wheat acreage of 3,000,000 compared with 1913.

INTERNAL REVENUE Com'sner Osborn has interpreted another doubtful point in the new tax law as applied to the grain trade, in ruling that if a purchaser of "cash" wheat resells the grain before he obtains possession there is no "actual delivery at the time" and consequently the second transaction subjects the trade to a tax. Grain sold at a port, for shipment at the opening of navigation, is subject to tax at the time sold because delivery will be made too far in the future to come within the rates of the exchanges.

News of new grain elevator machinery and supplies is of business importance to every elevator owner and operator who is willing to effect economies in the handling of grain thru his house by the adoption of the latest and best mechanical facilities obtainable.

Such equipment is always the cheapest in the long run. Consult our advertising columns for desirable equipment.

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BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

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UNIVERSAL GRAIN CODE, bound in flexible leather, 144 pages. Price, \$3.00.

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GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

C. B. & Q. suspends the effective date of advanced grain rates on Illinois state traffic until Mar. 15.

C. & N. W. in Sup. 52 to 8300-A names rates on grain between stations in Ill. and Wis., effective Jan. 22.

C. B. & Q. in 3992-F gives rates on grain between Chicago and stations on Chicago, Milwaukee & Gary Ry., effective Jan. 1.

C. B. & Q. in Sup. 1 to 964-D quotes rates on grain between Chicago and stations on E. J. & E. Ry., effective Jan. 1.

Canadian railroads have made reductions in corn rates from Minneapolis to the Canadian Northwest amounting to 5c per bu.

C. B. & Q. in 3418-F quotes rates on grain between Chicago and stations of the Chicago, Aurora & De Kalb Ry., effective Jan. 1.

C. I. & L. in 5739 names rates on grain from stations on the C. I. & L. Ry. to points in Va. via Louisville, Ky., effective Jan. 16.

T. P. & W. quotes rates on grain and grain products from Peoria, Ill.; to stations in C. F. A. territory, effective Jan. 18, 1915.

C. I. & L. in Sup. 4 to 5580 names rates on grain from C. I. & L. stations to points in Ky., Ill., Ind., Mich., Ohio and Wis., effective Jan. 26.

C. I. & L. in Sup. 5 to 5592 quotes rates on grain and malt from Chicago to points in Ind., Ky., N. Y., Ohio, Pa., and W. Va., effective Jan. 25.

C. & O. in Sup. 2 to 15504 quotes rates on grain and grain products from its stations; to other stations on same road, effective Jan. 16, 1915.

C. I. & L. in Sup. 5 to 5591 names rates on grain, grain products and malt from Chicago to other stations on the C. I. & L. Ry., effective Jan. 25.

C. & E. I. in Sup. 3 to 6639-A names milling and malting in transit privileges on grain and grain products at stations on the C. & E. I. Ry., effective Jan. 5.

C. & N. W. in Sup. 6 to 11475-B names rates on grain and flaxseed from stations in Ill. and Wis. to stations in Ia., Minn., N. D., and S. D., effective Jan. 27.

Ill. Cent. in Sup. 7 to 1537-B quotes rates on wheat, corn, oats, rye and barley from its stations in Ill. to Chicago and stations taking same rate, effective Jan. 1, 1915.

D. S. S. & A. quotes rates on wheat, corn, oats, rye, barley, malt, flaxseed and spelts from Superior, Wis., and Duluth, Minn.; to eastern cities, effective Dec. 31, 1914.

C. I. & L. in Sup. 1 to 945-A names rates on grain and grain products from stations on the C. I. & L. Ry. to stations in Ind., Mich., and Ohio, effective Jan. 25.

C. I. & L. in Sup. 8 to 439-G names rates on grain, grain products and malt in carloads from Chicago to other stations on the C. I. & L. Ry., effective Jan. 25.

Van. in Sup. 17 to 63-B quotes rates on grain and grain products from its stations to stations in Ky., La., Minn., Tenn. and C. F. A. territory, effective Dec. 16, 1914.

C. I. & L. in Sup. 2 to 449-L names rates on grain and grain products from stations on the C. I. & L. Ry. to points in Va., and Hagerstown, Md., effective Jan. 16.

C. & A. in Sup. 1 to 1602-C names rates on grain and grain products from Kansas City or St. Joseph, Mo., to stations on the C. & A. or its connections, effective Mar. 30.

C. I. & L. in Sup. 1 to 3467 names rates on grain and grain products from Louisville, Ky., and New Albany, Ind., to other stations on the C. I. & L. Ry., effective Jan. 25.

C. & A. in Sup. 6 postpones the effective date of 1609-C naming rates on grain, grain products and seeds from Chicago, Peoria, Ill., and St. Louis, Mo., to stations on the C. & A., to Mar. 31.

C. B. & Q. in Sup. 50 to 3200-B quotes rates on grain and grain products between Missouri River points and Chicago, Ill., St. Louis, Mo., St. Paul, Minneapolis, Winona, Minn., La Crosse, Wis., effective Dec. 1.

Wabash quotes a rate of 14½c on wheat, 13½c on corn, oats, rye and barley, and 18½c on millet and flaxseed between St. Louis, Mo., and East St. Louis, Ill.; and Emery and Clear Lake, Ia., effective Jan. 15.

A. T. & S. F. in Sup. 6 to 6498-F quotes rates on grain, grain products, broom corn and alfalfa meal from stations in Ill., Kan., Colo., Okla., N. M., Tex., Mo., and Neb., to points in N. M. and Tex., effective Jan. 15.

Union Pac. in Sup. 24 to 13475 quotes rates on grain and grain products between points in Colo., Ill., Ia., Kan., Minn., Mo., Neb. and Wyo.; and stations in Colo., Kan., Neb., N. M. and Wyo., effective Dec. 1, 1914.

C. I. & L. in Sup. 1 to 45-Q names rates on grain, grain products and malt from Chicago when originating locally or from territory beyond, to principal points in Ind., Ky., N. Y., Ohio, Pa., and W. Va., effective Jan. 25.

I. C. C. has suspended advances ranging from 1c to 2c per 100 lbs., in rate on grain originating at E. St. Louis, Ill., or beyond, when milled in transit at Lawrenceburg, Ind., and the product shipped to the southeast, until Apr. 22.

A. T. & S. F. in Sup. 4 to 5655-U quotes rates on grain, grain products and broom corn from Superior, Neb., and stations in Kan., Colo., and Okla., to Galveston, Port Bolivar and Texas City, Tex., when for export, effective Jan. 15.

C. R. I. & P. in Suspension Notice, postpones the effective date of the following grain tariffs until Mar. 31: Sup. 8 and 9 to 849-D, Sup. 23 to 1218-B, 1362-J, Sup. 43 to 1800-B, 2816-F, Sup. 1 to 3200-C, Sup. 12 to 3662-E, and 5348-E.

A. T. & S. F. in Sup. 25 to 5588-J names rates on grain from points in Kan., Colo., Mo., Okla., and Superior, Neb., to Kansas City, St. Joseph, Mo., Atchison, Leavenworth, Kan., Chicago, Peoria, Ill., and Mississippi River points, effective Dec. 22.

C. R. I. & P. in Sup. 1 to 19687-G names rates on grain, seeds and broom corn from Mo. River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss., and Tenn., effective Jan. 15.

C. R. I. & P. in Sup. 4 to 19690-G suspends its rates on grain, grain products, seeds and broom corn from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective Mar. 31.

C. R. I. & P. in Sup. 4 to 19690-G suspends its rates on seeds, broom corn, grain, and grain products from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., until Mar. 31.

C. R. I. & P. in Sup. 21 to 27537-B quotes rates on grain and grain products from stations in Ill. and Ia., to Albany, New York, and Utica, N. Y., Baltimore, Md., Boston, Mass., Montreal, Can., Philadelphia, Pa., and Rochester, Syracuse, N. Y., to stations in Ill., Ind., Ky., N. Y., Ohio and Pa., effective Jan. 25.

C. I. & L. in Sup. 1 to 5581 names rates on grain from stations on its line to New York, Philadelphia, Baltimore, Boston, and all other eastern points reached via Central States Dispatch Fast Freight Lines and Monon-Continental Fast Freight, effective Jan. 25.

C. R. I. & P. in Sup. 4 to 19690-F quotes rates on grain, grain products, seeds, broom corn from stations in Colo., Ia., Kan., Mo., Neb., N. M., and Okla., to Little Rock, Ark., Memphis, Tenn., and New Orleans, La., and stations in Ala., Ark., La., Miss., and Mo., effective Jan. 23.

C. R. I. & P. in Sup. 4 to 19687-H suspends its rates on grain, grain products, seeds and broom corn from Missouri River stations and other stations in Ill., Ia., Minn., and S. D., to Mississippi Valley points and other stations in Ala., Ark., Fla., La., Miss. and Tenn., until Mar. 31.

C. R. I. & P. in Sup. 9 to 28675-B names rates on grain, grain products, broom corn and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Kan., Mo., Neb., N. M., and Okla., effective Jan. 30.

C. R. I. & P. in Sup. 8 to 28675-B names rates on grain, broom corn and seeds from Chicago, Peoria, Rock Island, Ill., Council Bluffs, Ia., Kansas City, St. Joseph, St. Louis, Mo., Minneapolis, St. Paul, Minn., and Omaha, Neb., to stations in Colo., Kan., Mo., Neb., N. M. and Okla., effective Dec. 15.

Wabash quotes a rate of 11½c on wheat and 10½c on corn, oats, rye, barley and millstuffs between Atchison, Leavenworth, Kan., Kansas City, St. Joseph, Mo., Council Bluffs, Ia., and Omaha, Neb.; and Oakwood, Salt River, Owendale, Ralls Jctn., McCune, New London, Briggs, Center, Perry, Jones, Orrwood, Frankford and Peno, Mo., effective Jan. 14.

C. R. I. & P. in Sup. 3 to 22000-D suspends rates on grain, grain products and seeds from Chicago, Peoria, Ill., St. Louis, Kansas City, St. Joseph, Mo., Minneapolis, St. Paul, Minn., Omaha, Neb., and Atchison, Kan., to stations on the C. R. I. & P. in Ill., Ind., Ia., Kan., Mich., Minn., Mo., Neb., S. D. and Wis., until Mar. 31.

C. R. I. & P. in Sup. 8 to 28675-B suspends effective date of rates on grain, broom corn and seeds between stations in Colo., Kan., Mo., Neb., N. M., Okla., and the cities of Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria and Rock Island, Ill., St. Joseph and St. Louis, Mo., and St. Paul, Minn., until Mar. 31, 1915.

C. B. & Q. in Sup. ½ to 1362-J postpones effective date for rates on grain, grain products and seeds in carloads from St. Paul, Minneapolis, Duluth, Stillwater, Winona, Minn., and La Crosse, Wis., to stations in Ill., Ind., Ky., Dubuque, Ia., St. Louis, Mo., Green Bay and Kewaunee, Wis., also to points east of the Ill.-Ind. state line or south of the Ohio River until further advised.

C. & A. in Sup. 1 to 1574-C names rates on grain, grain products and seeds from Kansas City, Mo., when originating beyond, and from Blue Springs, Fulton, Gilliam, Glasgow, Higginsville, Marshall, Mexico, Odessa, and Slater, Mo., to Cairo, Ill., also to Key West, Fla., Mobile, Ala., New Orleans, La., Pensacola, Fla., Port Chalmette, and Westwego, La., for export, effective Mar. 31.

C. & E. I. in Sup. 17 to 622-B quotes rates on grain, broom corn and seeds from stations on the C. & E. I. Ry. to points in Ala., Ark., Conn., Del., D. C., Ill., Ind., Kan., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and from Chicago to the cities of New York, N. Y., Boston, Mass., Rockland, Me., Stanstead and Montreal, Can., Philadelphia, Pa., Baltimore, Md., Norfolk and Richmond, Va., Albany and Utica, N. Y., Cumberland, Md., effective Jan. 5.

Feedstuffs

OHIO MILLERS are advised by Sec'y Tanner not to pay the feedingstuffs license fee until required to, as the Agricultural Dep't has been enjoined from its collection.

INFRINGEMENT on a patent in the manufacture of feed is the basis of a suit for \$10,000 brot against the Champion Feed Co., by the Champion Feed Milling Co., Clinton, Ia.

ED. B. PLUMMER, Little Rock, Ark., has registered a double circle inside of which is the picture of a horse's and a cow's head, as a trade-mark descriptive of his particular stock food.

THE MAURICE PINCOFFS Co. is the corporate name of the business formerly transacted by Maurice Pincoffs, Chicago. A Galveston office has been opened to facilitate the handling of cottonseed meal and cake purchases.

COMPOSITION of crops and feedingstuffs, in Union So. Africa, Dept. Agri. No. 1, 1914, by H. J. Vipond, treats on the nutritive requirements of animals and outlines the necessary rations for different classes.

AMERICAN FEED ASS'N was represented at the St. Louis meeting of feed dealers held late in December, by L. F. Brown, Milwaukee, Wis., sec'y of that ass'n. The proposed new Missouri state feed law was discussed.

INSPECTION of feedingstuffs is reported on in New York Sta. Bull. 386, 1914, covering cottonseed meal and feed, malt sprouts, gluten feed and meal, alfalfa meal, wheat bran, buckwheat meal, corn bran, and various other mixed and proprietary feeds.

A FEEDSTUFFS DIRECTORY is being compiled by William Watson, Chicago, which will be distributed free among the buyers of feed, when completed. No charge is made to feed dealers or producers for registration in the book. Data should be sent to 703 Western Union Bldg.

COTTONSEED MEAL as a human food is being urged by Dr. G. S. Fraps, Texas state chemist, not as a substitute for bread but to replace meat. It is said to provide the same elements necessary for the proper support of the human body as meat, at a greatly reduced cost.

THE INDIANA STATE CHEMIST finds that 217,689 tons of feed were purchased in that state during 1913, at a value of \$6,466,645. This is an increase of 21,000 tons compared with the preceding year, the increase being accounted for in the greater feeding of well balanced rations thruout the state.

TRANSIT PRIVILEGES on the A. T. & S. F. Ry., on mixed feed or blended products are subject to the following conditions: Shipper must furnish signed certificate showing the exact ingredients entering into the mixed feed and their percentage proportions to the whole, and surrender representative freight bills in proportions specified. When feed is made from a mixture other than seeds, alfalfa, refuse molasses and any kind of grain, or where these products make up only 20% of the whole, flat rate from transit station will apply on the carload. Difference between rate paid origin to transit point and thru rate applicable to the mixed feed or blended products will apply on the actual weight of the portion of

outbound shipment entitled to transit privileges and for which representative freight bills for in-bound tonnage are surrendered.

THE NORWEGIAN steamship Fram, sailing from Philadelphia to Denmark with a cargo of oil cake, which was seized by the British and towed into the Shetland Islands, has been released.

Feedstuffs Movement in December.

Receipts and shipments of feedstuffs at the various markets during December, 1914, compared with December, 1913, were as follows:

	Receipts.		Shipments.	
	1914.	1913.	1914.	1913.
Chicago (lbs.)	45,621,000	33,310,000	76,313,000	59,427,000
Louisville (bus.)	28,900	62,150	31,427	38,050
Minneapolis (tons)	7,502	6,603	53,957	48,029
San Francisco (tons)	916	1,071		

Marking Containers of Feed.

Feedingstuffs put up in package form must be marked in accordance with the requirements of the food and drugs act amendment of Mar. 3, 1913. However, when natural products are sold in the aggregate by their actual weight and are not divided into units similar in size or quantity and are not sold by the container as a unit, C. L. Alsberg, chief of the bureau of chemistry, rules that the product is food in package form within the meaning of that amendment. For instance a 1-lb. carton of feed must be marked "1 lb.," while a sack containing many times that amount, to be portioned out by weight to consumers, need not be marked, as the figure would have to be altered each time a sale was made.

For the present he recommends no proceedings under the Federal Food and Drugs Act because shipments of food in package form bears no statement of quantity of contents. But should it be found that the omission of such marks is being used to perpetrate a fraud or deception a decision in the courts will be sought.

Weights on Lake Cargoes.

Reports of the lake weighmaster at Buffalo for the season just closed shows that 736 vessels brot to that port 154,235,381 bus. of grain and flaxseed, a decrease of 38,000,000 bus. compared with 1913. The report shows the average shortage has been reduced more than 75% since the adoption of the present system. On Dec. 31 54 vessels in the port were holding 16,121,082 bus. of grain.

On the grain shipped from Chicago the shortage amounts to only .34 bu. per 1,000, equal to a shortage of about 20 lbs. per 1,000 bus. Milwaukee shipments to Buffalo were short 21 lbs. per 1,000 bus., Duluth and Superior, 17 lbs., and Fort William and Port Arthur were 11 lbs. per 1,000 bus. over. Shipments from these ports were also over in 1913.

The Central Elevator at Chicago, for the season's shipments to Buffalo, had overages of 13 lbs. per 1,000 bus. The Keith elevator was 310 lbs. over for the season's work, while the Irondale was 1,333 lbs. short, an average of 60 lbs. per 1,000 bus. At Fort William and Port Arthur the Empire plant shows a total shortage of 795 lbs., and the Grain Growers' Grain Co. an overage of 947 lbs. The total shortages in 1914 were 46,981 lbs., compared with 62,999 in 1913 and overs, 30,240 compared with 26,791 in 1913; or 11 lbs. per 1,000 bus. short in 1914 compared with 8 lbs. per 1,000 bus. short in 1913.

Are You Using a Railroad Claims Book?

The first consideration when the claim agent receives your claim is the logical order in which the facts are stated. If your statements are so confusing that he must stop to reason it out, your claim is immediately pigeon-holed, buried until next year.

A Railroad Claim Blank requires only two minutes of your time for filing, and contains spaces for all the necessary information in a systematic order which assures prompt attention on the part of the claim agent. It increases your returns by helping you prove your claims and by helping the claim agent justify payment.

These Claim Blanks are bound in book form, each book containing 100 original and 100 duplicate blanks. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

These Books are designed for claims for:

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- Form B—Loss of Quality Due to Delay in Transit.
- Form C—Loss in Market Value Due to Delay in Transit.
- Form D—Loss in Market Value Due to Delay in Furnishing Cars.
- Form E—Overcharge in Freight.

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Form 411-5 contains 60 sets Form A, 10 sets Form B, 10 sets Form C, 10 sets Form D and 10 sets Form E. Price \$1.25.

Form 411-A contains 100 sets all Form A. Price \$1.25.

Send all orders to

GRAIN DEALERS JOURNAL

315 S. La Salle St., Chicago, Ill.

Supreme Court Decisions

Mill Machinery Part of Real Estate.—Machinery in a flouring mill "screwed down and fastened good" was fixtures and passed with a deed and mortgage purporting to convey the land.—*Crowell v. Jones*. Supreme Court of North Carolina. 83 S. E. 551.

No Interest if Not Claimed.—In a shipper's action for damages from the loss of a car load of corn, in which the only allegation of damages was limited to the precise value of the corn, interest on the amount of the recovery could not be allowed. *Morrison Grain Co. v. Missouri Pac. Ry. Co.* Kansas City Court of Appeals, Missouri. 170 S. W. 404.

Furnishing Cars.—A carrier cannot excuse its refusal to furnish cars to, and the imposition of drastic rules upon, a shipper, by claiming that such action was necessary to prevent the shipper from violating the rates imposed by the carrier, which rates were themselves illegal.—*L. & N. R. Co. v. Ohio Valley Tie Co.* Court of Appeals of Kentucky. 170 S. W. 633.

Filing Claim Against Carrier.—Stipulation in a B/L that the carrier shall not be liable unless written claim for loss, damage, or delay be made within four months after delivery, or, in case of non-delivery, within four months after reasonable time for delivery, is reasonable and binding.—*Forney v. Seaboard Air Line Ry. Co.* Supreme Court of North Carolina. 83 S. E. 686.

Damages for Conversion by Carrier.—The drafts attached to a B/L are for more than the value of the goods, the actual value of the shipment, less unpaid freight thereon, is the measure of recovery for converting the shipment by delivering it to a prospective purchaser without presentation of the B/L.—*Belden v. Boston & Maine R. R. Co.* Supreme Court of Vermont. 92 Atl. 212.

Damages for Carrier's Delay.—The measure of damages for delay in transportation of goods was the amount reasonably within the contemplation of the parties when the contract of shipment was made, and not damages based upon the fact, of which the carrier had no notice, that the goods were seasonable goods.—*Rosenberg v. D. L. & W. R. R. Co.* Supreme Court of New York. 150 N. Y. Supp. 75.

Combustible Material on Right of Way.—It is actionable negligence for a railroad company to allow rubbish or other combustible materials to accumulate on a right of way near the track so that it will be likely to take fire from sparks necessarily emitted from engines, and, as a natural and probable result, ignite and damage another's property.—*Carolina, C. & O. Ry. Co. v. Unaka Springs Lumber Co.* Supreme Court of Tennessee. 170 S. W. 591.

Buyer Liable to Carrier for Conversion.—Where an article, shipped by a seller to himself with directions to notify the buyer, came into possession of the buyer, without the consent of the carrier, the buyer appropriating the article was liable to the carrier for its market value at the time and place of the appropriation, the price not having been paid by the buyer.—*San Antonio & A. P. Ry. Co. v. Smith.* Court of Civil Appeals of Texas. 171 S. W. 282.

Defective Cars.—A railroad which delivers a loaded car upon a consignee's switch, to be unloaded by the consignee's servants, is liable to such servants for injuries received in consequence of its defective brake, under the general principles of law applicable to negligence; the liability of the final carrier being the same whether it or some other road owned the car.—*Hawkins v. Missouri Pacific Ry. Co.* Kansas City Court of Appeals, Missouri. 170 S. W. 459.

Seed Lien Against Landlord and Tenant.—The last bona fide delivery of a part of a single purchase of different kinds of seed constitutes the date from which the 30-day limitation for filing begins to run.—*Freeman v. Clark.* Supreme Court of North Dakota. 149 N. W. 565.

Bank's Liability in Discounting Draft.—Where a bank discounted a draft with a B/L attached, drawn on the buyer of potatoes from the drawer, and the buyer obtained delivery of the potatoes after and by virtue of his acceptance and payment of the draft, the bank did not occupy the position of an intermediate purchaser of the potatoes, but rather as a holder of the B/L as security for the draft, and hence was not liable to the buyer for alleged defects and deficiencies in the potatoes.—*Tapee v. Varley-Wolter Co.* Kansas City Court of Appeals, Missouri. 171 S. W. 19.

Carrier's Notice to Consignee.—Under Rev. Code, §5311, providing that, if for any reason a carrier does not deliver freight to the consignee or his agent personally, he must give notice to the consignee of its arrival and keep the freight in safety upon his responsibility as a warehouseman until the consignee has had a reasonable time to remove it, the giving of such notice does not relieve the carrier from all liability, but merely changes the liability from that of carrier to that of warehouseman.—*Gary Bros. & Gaffke Co. v. C. & P. S. Ry. Co.* Supreme Court of Montana. 143 Pac. 955.

Claim for Delay Must Be Made in Four Months.—The provision in a B/L, issued in consideration of a reduced rate, that claims for loss, damage, or delay must be made in writing at the point of delivery or origin within four months after delivery, to make the carrier liable, was not limited to claims for damages to the goods shipped, but extended to damages from delay whereby apples, which the consignee intended to pack in the barrels shipped, could not be picked until after they were overripe and injured for storage purposes, since the term "claim for delay" was intended to be comprehensive, and to include all damages that might be reasonably anticipated to follow the failure to deliver the barrels within a reasonable time.—*Bailey v. Missouri Pacific Ry. Co.* Kansas City Court of Appeals, Missouri. 171 S. W. 44.

Dealer Paying Draft Cannot Hold Bank for Forgery.—Where dealers, having agreed to honor a draft on condition that Bs/L be attached thereto, state this fact in response to the inquiry of a bank to which the draft is presented for payment with forged Bs/L attached, and subsequently pay to the bank the amount of the draft, acting on their own opinion as to the validity of the Bs/L and not on any express or implied representation of the bank, they cannot recover from the bank the amount so paid. That the drawees of a draft with forged Bs/L attached did not notify the bank of the forgery until about 30 days after they had paid the bank the amount of the draft could not prevent them from recovering such payment from the bank, where they gave notice to the bank immediately on discovering the forgery.—*Spencer & Co. v. Bank of Hickory Ridge.* Supreme Court of Arkansas. 171 S. W. 128.

Limitation of Carrier's Liability.—While a carrier cannot exempt itself from negligence, it may be fair and reasonable exemptions limit the amount recoverable by a shipper to an agreed value made to obtain a lower of two or more rates proportionate to the amount of the risk. Where there was only one tariff rate on apples over the route they were shipped, and the shipper paid that rate, there was no consideration for a provision in the contract attempting to limit the carrier's liability to the invoice price paid by the shipper for the apples at the point of shipment, plus freight charges. At common law, where goods or commodities are shipped in the ordinary course of commercial traffic to be resold at a profit, the measure of damages for loss or injury is the value of the goods at destination.—*Kansas City & M. Ry. Co. v. Oakley.* Supreme Court of Arkansas. 170 S. W. 565.

Surrender of B/L.—A delivery by the carrier of goods consigned on an open B/L to the consignee or upon the directions of the latter, without the surrender of the B/L, as required by statute, imposes no liability on the carrier in favor of the shipper, since the statute protects only the transferee of the B/L on such a shipment, and the shipper can recover only for such misdelivery as would have enabled the consignee to recover.—*St. Louis Iron M. & S. Ry. Co. v. Scarborough.* Supreme Court of Arkansas. 170 S. W. 572.

Agent Not Responsible for Loss.

Harman & Hulsey, Tampa, Fla., plaintiffs, v. S. F. Scattergood & Co., Philadelphia, Pa., defendants, before Arbitration Com'te of Grain Dealers National Ass'n.

S. F. Scattergood & Co. shipped to Harman & Hulsey on consignment car of oats number 14279 and advised the shipment as No. 2 white clipped oats. The draft on this shipment drawn by S. F. Scattergood & Co., and paid by Harman & Hulsey, was on a basis of 51c Tampa. The car was sold by Harman & Hulsey as No. 2 white clipped oats, this sale being made on the advice of S. F. Scattergood & Co., that they had shipped No. 2 white clipped oats and without the car having been examined or inspected on arrival at Tampa it was ordered to the warehouse of the buyer, and on its arrival there was not, according to the statement made by plaintiffs and the buyer, No. 2 white clipped oats and for this reason was refused by the buyer. Owing to its refusal Harman & Hulsey were compelled to make a resale of same, which they did, on a basis of \$1.40 per sack, which was equal to 44.8c per bushel; this disposition of the car resulting in the loss or overdraft claimed by plaintiffs.

The plaintiffs claim that they were acting solely as commission merchants in this transaction, that the disposition of the car was the best that could possibly be made of it owing to its quality, and inasmuch as they were not principals in the matter, but simply acting on the behalf of S. F. Scattergood & Co. as their agent, they cannot be held responsible for the loss.

The defendants contend that the plaintiffs were negligent in not having the oats moved and handled promptly. That the oats were sold on the tracks on which they arrived in Tampa and that they should have been examined and paid for before being ordered to the warehouse of the buyer. That there is no proof on the part of the plaintiffs as to the quality of the oats and for these reasons claim Harman & Hulsey should have compelled the buyer to accept the oats as per the original sale.

There is no evidence to support any of the above contentions and inasmuch as neither the plaintiffs nor the defendants introduce any proof as to the grade or quality of the oats, the committee must assume that they were not No. 2 white clipped oats, for if they had been, the buyer of same could not have refused them and we believe that Harman & Hulsey would not have permitted their refusal had they been No. 2 white clipped oats.

The fact that Harman & Hulsey were acting as commission merchants is not disputed and there is no evidence to indicate that they did not make the best disposition possible of the car; they, therefore, cannot be held responsible for the loss and the ruling of this committee is that S. F. Scattergood & Co. pay to Harman & Hulsey \$101.58 and the cost of this arbitration.

E. M. COMBS,
ELMER HUTCHINSON,
L. W. GIFFORD,
Com'te.

CORN PRODUCTS REFINING Co. has reopened its plant at Pekin, Ill., after a suspension of nearly 3 months. About 600 men are now employed and more will be added.

GOVERNMENT of the Argentine nation has sold in the United States \$15,000,000 of 6% gold notes thru the National City Bank of New York. The cultivated area of that country has increased from 13,700,000 acres in 1896 to 56,700,000 acres in 1914 due to the ideal climate and soil conditions for growing of corn and other grain. During the last 10 years the acreage devoted to wheat, corn, oats and flax has doubled and the value of those crops to the nation has increased from \$215,127,424 to \$370,063,647.

Federal Warehouse Act.

The cotton and canned fish warehouse bill, S 6266, introduced in Congress last summer, has been amended by striking out half the bill and all reference to fish and cotton, and making it apply to "agricultural product," including cotton and grain and such products as are nonperishable. In this form it passed the House of Representatives Dec. 21, with an addition that will prevent the licensing of an individual owner and dealer in grain to grade grain into such public warehouse. The bill provides:

UNITED STATES WAREHOUSE ACT.

Sec. 2. That the term "warehouse" as used in this Act shall be deemed to mean every building, structure, or other protected inclosure in which any agricultural product is or may be stored or held. The term "agricultural product" wherever used in this Act shall be held to include cotton, grain, and other agricultural products designated by the Secretary of Agriculture to be staple and nonperishable.

Sec. 4. That the Secretary of Agriculture is authorized, upon application to him by the owner or operator of a warehouse, to issue a license for the conduct of the same, subject to this Act and such rules and regulations as may be made hereunder. Each license shall specify the date upon which it is to terminate, and, upon showing satisfactory to the Secretary of Agriculture, may, from time to time, be renewed or extended by a written instrument, which shall specify the date of its termination.

The owner or operator of every warehouse licensed under this Act shall execute and file with the Secretary of Agriculture a good and sufficient bond to the United States, and such warehouses shall be designated as bonded. Said bond shall be in such form and amount, shall have such surety or sureties, and shall contain such terms and conditions as the Secretary of Agriculture may require to carry out the purposes of this Act. No warehouse shall be designated as bonded under this Act, and no name or description conveying the impression that it is so bonded, shall be used until a bond such as provided for in this section has been filed with and approved by the Secretary of Agriculture.

Any person injured by the misconduct or negligence of the principal named in the bond shall be entitled in an action upon the bond, brought in his own right and name in any court having jurisdiction of the same, to recover all losses he may have sustained.

Sec. 6. That the Secretary of Agriculture may, upon presentation of satisfactory proof of competency, issue to any person a license to classify or grade agricultural products or specified kinds of agricultural products and to certificate the class or grade thereof, or to weigh said agricultural products and certificate the weight thereof; or to classify, grade, and weigh agricultural products or specified kinds of agricultural products and to certificate the class, grade, and weight thereof, under such rules and regulations as may be made pursuant to this Act. Any such license issued under this Act may be suspended or revoked whenever the Secretary of Agriculture is satisfied that the holder thereof has failed to classify, grade, or weigh agricultural products correctly or has violated any provision of this Act or of the rules and regulations made thereunder, or that the license has been used for any improper purpose whatsoever. Provided, That no such licensed person shall inspect or grade grain or shall certify, or otherwise indicate in writing, the grade of any grain which has been inspected or graded by him unless and until he has been duly authorized or employed by State, county, city, town, board of trade, chamber of commerce, corporation, society, or association to inspect and grade grain. Provided, further, That in States which have State grain inspection established by law the Secretary of Agriculture may, in his discretion, issue licenses to persons duly authorized and employed to inspect grain under the laws of such State at the time this Act goes into effect.

Sec. 8. That the owner or operator of any warehouse licensed under this Act shall keep complete and correct records of all agricultural products stored or held therein and withdrawn therefrom, of all original warehouse receipts, and duplicates of the same, issued by the owner or operator of the warehouse, and of the receipts returned to and canceled by the owner or operator thereof, shall make reports to the Secretary of Agriculture, in such form and at such times as he may require, and shall be conducted and operated in all other re-

spects in compliance with this Act and the rules and regulations made hereunder.

Sec. 9. That any warehouse receipt or certificate of the class or grade of any agricultural product issued under this Act shall specify the class or grade of the agricultural product covered thereby in accordance with the official standard of the United States applicable thereto, as the same may be fixed and promulgated under authority of law. Provided, That until such official standards for any agricultural product shall have been fixed and promulgated under authority of law, such warehouse receipts or certificates of the class or grade of agricultural products may be issued in accordance with any other recognized standard, or in accordance with such rules and regulations as may be prescribed by the Secretary of Agriculture. Such receipts or certificates shall show the description or the standard in accordance with which the agricultural product has been classified or graded.

Sec. 11. That the Secretary of Agriculture may suspend or revoke any license issued to any owner or operator of such warehouse under this Act for any violation of or failure to comply with any provision of this Act or of the rules and regulations made hereunder, and any such license may be suspended or revoked, after opportunity for hearing has been afforded to the licensee concerned, upon the ground that unreasonable or exorbitant charges have been made for services rendered.

Sec. 13. That the Secretary of Agriculture is authorized, through officials, employees, or agents of the Department of Agriculture designated by him, to examine all books, records, papers, and accounts of warehouses licensed under this Act and of the owners or operators of such warehouses relating thereto.

Sec. 15. That every person who shall forge, alter, counterfeit, simulate, or falsely represent, or shall without proper authority use, any license issued by the Secretary of Agriculture to any owner or operator of a warehouse, or to any grader, classifier, or weigher, under this Act, shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be fined not more than \$500 or imprisoned not more than six months, or both, in the discretion of the court.

Sec. 17. That there is hereby appropriated, out of any moneys in the Treasury not otherwise appropriated, the sum of \$100,000, available until expended, for the expenses of carrying into effect the provisions of this Act, including the payment of such rent and the employment of such persons and means as the Secretary of Agriculture may deem necessary in the city of Washington and elsewhere, and he is authorized, in his discretion, to call upon qualified persons not regularly in the service of the United States for temporary assistance in carrying out the purposes of this Act, and, out of the moneys appropriated by this Act, to pay the salaries and expenses thereof.

Vessel and Grain Trades Meet at Detroit.

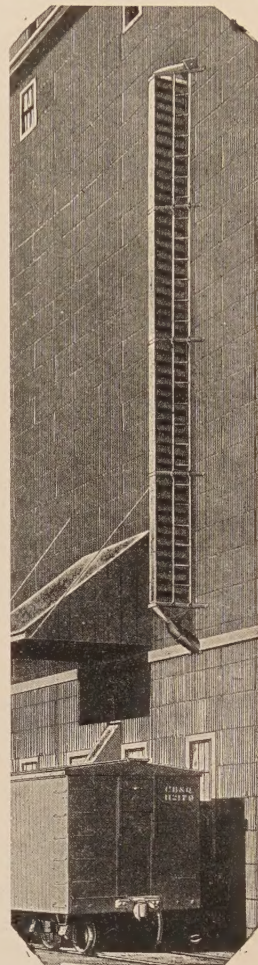
The Detroit meeting of vessel men and representatives of the grain trade, held Jan. 6, adopted a clause that on every cargo of grain only 1/4 bu. per 1,000 shall be permitted as tare or natural shrinkage and beyond that the vessel shall not be interested in any shortage or overage. This clause was formulated by two committees, one of grain men and the other of vessel men, the committees to be called to another meeting in thirty days to make further suggestions in the matter.

Time will be necessary to work out a practical solution of providing for possible shortages, and it is expected that either a corporation will be formed to take care of shortages or insurance companies will be asked to handle it.

INDEPENDENT GRAIN Elevator Co., Rotterdam, Holland, is to be dissolved and a new Dutch company formed, of which the present grain elevator company will be the largest shareholder. Two elevators of the G. Luther system have been acquired and 26 more will be added. The total imports of grain into Rotterdam by reason of the better facilities will be 5,000,000 tons per year.

THE HESS OUTDOOR GRAIN CONDITIONER

is attached to the outside of your mill or elevator. It will cool heating grain, sweeten musty or fermenting grain, cleanse and brighten dusty and dull grain, and improve the quality generally. It operates by concentration of the wind upon the grain while it is stirred and moved by gravity. No heat, no fans nor other machinery are required, and it takes



up no space in your elevator. We furnish it in various sizes to meet any requirements.

The complete equipment costs \$75.00 and upward according to length. It will repay its cost many times in a single season, in improvement of grain passed through it.

Hess Warming & Ventilating Co.

907 Tacoma Bldg., CHICAGO

Makers of Hess Grain Driers, Moisture Testers, Corn Grading Sieves and Percentage Scales

Supply Trade

"The man who hollers down a well
About the goods he has to sell
Will never reap the golden dollars
Like he who climbs a tree and hollers."
—Wise Saws.

CLEVELAND, O.—Frank E. Hall, vice-president of the Cleveland-Akron Bag Co., died Dec. 25, after a four weeks' illness.

MUNCIE, PA.—H. W. Gladhill, mgr. of the Flour Mill Dept., of Sprout Waldron & Co., died Dec. 28th, after only a day's illness.

SILVER CREEK, N. Y.—The monthly cards for the S. Howes Co., calendar have been received, accompanied by a very attractive card conveying the season's greetings.

LESLIE, ARK.—It is probable a company will be organized to manufacture and market a grain-loader recently patented by W. P. Rodecker. Application has been made for patent.

NEW YORK.—The report of the burlap trade states that the feature of the burlap market is the buying of Calcuttas for the forward positions by several of the large bag manufacturers.

LOUISVILLE, KY.—L. R. Veatch, milling engineer and manufacturers' representative, has closed his offices in the Lincoln Bldg., and taken charge of the milling machinery department of the W. E. Caldwell Co.

CHICAGO.—The Reynolds Bleacher Co., recently incorporated with capital stock of \$10,000, to manufacture and deal in grain bleaching machinery. Incorporators were F. J. and J. E. Callahan and J. M. Sweeney.

ST. LOUIS, MO.—H. W. Sterling of Kansas City has been appointed Pacific Coast representative of the American Bakers' Mch. Co., with offices at San Francisco. Mr. Sterling was formerly Southwestern representative of the Avery Scale Co.

CHICAGO.—We have just received an order from the Minnesota State Inspection Dept., for two more six-burner testers with Copper Flasks, making nine such machines they have ordered within the past few weeks.—Hess Warming & Ventilating Co.

CHICAGO, ILL.—The Weller Mfg. Co. is having plans drawn for the erection of a fireproof office building, pattern shop, drafting room and pattern storage. The buildings will be 50x250 ft., two stories, of concrete and brick. An addition, 60x300 ft., to their machine shop, is also being planned.

MINNEAPOLIS, MINN.—L. E. Taylor & Co. report a large number of sales of the Englehart Flexible Spout Holder. The majority of sales were made in the state of Iowa. This company is now handling electric motors for elevator power and lightning purposes, also Brown-Duvel Moisture Testers.

WASHINGTON, D. C.—Damages to the amount of \$252,000 will have to be paid to Loewe & Co., of Danbury, Conn., by the United Hatters' Union of America, under a decision of the supreme court. It was in this case that the supreme court decided labor unions are subject to the Sherman anti-trust law.

NEW YORK.—A "Made in the U. S. A. Industrial Exposition" is to be held at the Grand Central Palace, March 6 to 13. This is the latest development in the nation-wide movement to popularize and permanently establish the "Made in the U. S. A." slogan or trade-mark and increase American industry and trade.

CHRISTIANIA, NORWAY.—A Norwegian customs circular of Oct. 8, 1914, provides for a duty of 10% ad valorem on automatic weighing appliances imported into Norway. Such appliances were formerly admitted free under the tariff provision exempting from import duty machinery of a kind not manufactured in Norway.—Consular Gen. M. J. Hendrick.

ONE STROKE of a bell in a thick fog does not give any lasting impression of its location, but when followed by repeated strokes at regular intervals the densest fog or the darkest night cannot long conceal its whereabouts. Likewise a single insertion of an advertisement—as compared with regular and systematic advertising—is in its effect not unlike a sound which, heard but faintly once, is lost in space and soon forgot.—*Printing Art.*

AMERICAN manufacturers of rubber belting and other products in the manufacture of which rubber is used, are confronted with a serious problem in the matter of obtaining crude rubber, England, the source of nearly one-half of our supply of the raw material, having placed an embargo on its exportation. Various efforts made by English and American handlers of rubber, both in the raw and finished condition have failed to secure the lifting of the embargo. It seems to behoove elevator men in need of new rubber belts to get their orders in early and avoid the advance.

NEW SOUTH WALES legislative council has authorized the government to purchase the entire wheat crop of this year at \$1.22 per bu.

THE SECOND NATIONAL Foreign Trade convention will be held at St. Louis, Jan. 21, 22, 1915, to discuss "greater prosperity thru a greater foreign trade." John Basset Moore, authority on international law, will present the problems arising in war and commerce.

First Aid Cabinet for Elevators.

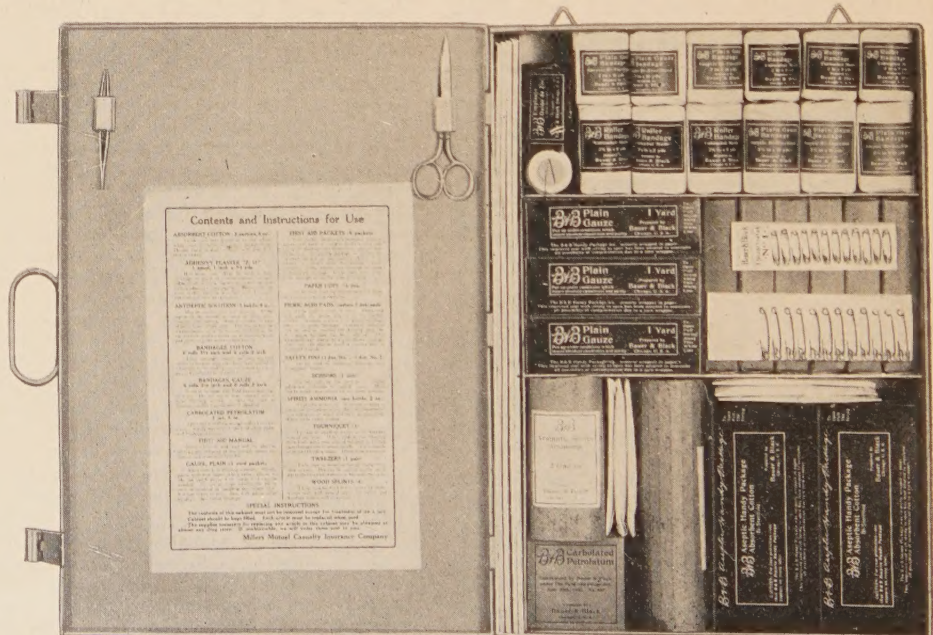
Over 95% of the infection cases now occurring could be avoided were a preventive instantly applied when the scratch or wound is received. With these and many other similar figures at hand the Millers Mutual Casualty Insurance Co. designed a first aid cabinet to meet the particular needs of the grain trade, and is so confident of the effectiveness of the cabinet that policy holders in that company who install its first aid device are permitted a 2% reduction in premiums.

The case is of neat white enameled metal, folds, and clasps and is about 18x15x6" in size. It is not possible to lock the cabinet so at all times its contents are easily accessible. Fifty per cent more supplies, it is said, are contained in the Millers cabinet than in other similar packets and the price is \$6. A smaller outfit sells for \$4. The engraving shows how the cabinet is divided, a compartment for each article.

A manual on the subject of first aid is supplied with each cabinet, giving instructions on what to use in case of accident and how to apply it. This manual will be sent free to grain dealers upon request.

The contents of the large cabinet consists of absorbent cotton, adhesive plasters, antiseptic solution, bandages, carbolated petrolatum, gauze, paper cups, picric acid, safety pins, scissors, spirits ammonia, tourniquet, tweezers and wood splints.

KELP on the Pacific coast is now being used commercially for the production of potash, and the government estimates that the supply is 6 times greater than the country's demand. The yield of potash from Pacific coast kelp is 5 times greater than the yield of Atlantic plants but the percentage of iodine on the Pacific is less than that obtained from the eastern kelps. The plant grows in water where tidal currents and a rocky bottom are found, attaching itself to the bottom with a root and sending shoots to the surface where leaves are formed. The tips of the plants can be harvested each year to a depth of 8 feet below the surface and if properly harvested the plant is improved.



Arrangement of New First Aid Cabinet for Elevators.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

DAMAGES of \$9,000 have been awarded Mrs. Ada Kester against the Enid Mill & Elevator Co., Enid, Okla., for the death of her husband who was caught on an unprotected shaft. For a thousandth part of this amount a suitable railing could have been constructed had precaution been exercised.

THE ELEVATOR CREW of the Sunset elevator at Galveston saved 200,000 bus. of wheat in the recent fire by opening the valves and running that amount of grain into the lower bins, from which it has just been reclaimed, practically undamaged by either fire or smoke. The grain which was destroyed was fully insured.

MUTUAL insurance companies in Minnesota under the law enacted in 1907 are required to pay taxes on premiums collected, under the interpretation of the act which the state is seeking to enforce against the Minnesota Farmers Mutual Insurance Co. by a suit to collect \$332.48, in the district court of Hennepin County. The mutual companies contend that they are exempt; and this suit will be a test case.

INFECTION or blood poison often results from neglect of minor injuries, and Safety Bulletin No. 5 of the Millers Mutual Casualty Insurance Co. reports four specific instances. The center of the big sheet is devoted to an engraving of a man's arm and hand, swollen out of proportion, the result of a neglected scratch. The arm was amputated, as the deadly poison had obtained too strong a grip

when attention was obtained. Following the illustration a list of "Don'ts" is given showing why every elevator foreman should have within easy reach a supply of first aid material.

BREVITY characterizes the Ice and Snow bulletin of the Millers Mutual Casualty Insurance Co., Chicago. An illustration shows a man slipping on an icy stairway and about to fall beneath an oncoming freight car, while an excited spectator is unable to render assistance. The picture is entitled "Ashes are cheaper than accidents."

THE ILLINOIS Workmen's Compensation act was held to be unconstitutional by Judge Crow of Belleville on Dec. 30, as records of the Illinois General Assembly do not show the bill and its amendments were printed in the journal of the legislature before final passage. Samuel A. Harper, author of the act, is confident of its constitutionality and states it will remain in operation until the Supreme Court passes upon the matter.

STOCK FIRE INSURANCE companies of Wisconsin have brot suit to restrain H. L. Ekern, state com'sner of insurance, from revoking the licenses of those companies, 6 in number, for violation of a recent ruling. According to the ruling stock fire insurance corporations were to pay a stamp tax of $\frac{1}{2}\%$, but the companies, the bill declares, have the right to demand that the insured shall supply the stamp tax at his own expense. Jan. 26 is set as the date of the hearing before U. S. Judge A. L. Sanborn at Madison.

Western Millers Mutual Fire Ins. Co. Report.

The annual report of the Western Millers Mutual Fire Insurance Co., Kansas City, Mo., shows cash assets amounting to \$303,559.15, of which \$177,746.60 is in school and municipal bonds, \$96,153 in first mortgage real estate loans and \$29,659.55 cash in banks. Gross assets are \$1,406,916.44.

Disbursements during 1914 were \$36,836.33 in losses and \$18,317.33 in expenses. Losses in process of adjustment are \$5,000, bringing total losses for the year to \$41,836.33, with no losses due and payable. Insurance in force Dec. 31, 1914, amounted to \$7,021,025.

KANSAS FARMERS are taking seriously the statements of agricultural organs naming \$2 as the price of wheat in the near future. Those who are willing to sell at this time are demanding \$1.25 per bu. at home stations.

ORGANIZED 1902
**TRI-STATE MUTUAL GRAIN
DEALERS FIRE INSURANCE CO.**
LIVERNE, MINN.
For rates, etc., address
E. H. MORELAND, Secretary

**WESTERN GRAIN DEALERS
MUTUAL FIRE INSURANCE
ASSOCIATION**
DES MOINES, IOWA
JAY A. KING, President GEO. A. WELLS, Secretary
Write for Information
Regarding Short Term Grain Insurance

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c.
**The SYKES
Company**
Chicago, Ill.

Sheet Metal Contractors, Makers of Fireproof Windows. Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

INCORPORATED 1877

The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$18,433,615.45. Cash surplus \$473,253.91.

GEO. POSTEL, President G. A. MCKINNEY, Secretary

HOME OFFICE: Alton, Illinois.

WESTERN DEPARTMENT: Mr. Rollie Watson, Mgr., 402 Sedgwick Bldg., WICHITA, KANSAS



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Are you, Mr. Property-owner, one of the 15,000 to whom this enormous fire waste is chargeable?

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if you have ever had a fire.

MUTUAL FIRE PREVENTION BUREAU - OXFORD, MICH.

MILLERS NATIONAL INSURANCE CO. OF CHICAGO, ILL.
WESTERN MILLERS MUTUAL FIRE INSURANCE CO. OF KANSAS CITY, MO.
OHIO MILLERS MUTUAL FIRE INSURANCE CO. OF CANTON, OHIO.
PENNSYLVANIA MILLERS MUTUAL FIRE INS. CO. OF WILKES-BARRE, PA.
MILL OWNERS MUTUAL FIRE INSURANCE CO. OF DES MOINES, IA.
THE MILLERS MUTUAL FIRE INSURANCE CO. OF HARRISBURG, PA.
TEXAS MILLERS MUTUAL FIRE INSURANCE CO. OF FORT WORTH, TEXAS.
MICHIGAN MILLERS MUTUAL FIRE INSURANCE CO. OF LANSING, MICH.
GRAIN DEALERS NATIONAL MUTUAL FIRE INS. CO. OF INDIANAPOLIS, IND.



This Cabinet should be in Every Mill and Elevator.
WE SUPPLY IT AT COST.

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Do You Wish To Buy Seed?

See our "Seeds For Sale—
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This Number.

\$ Profit Making \$

is your desire on every shipment of your grain to central markets. We insist that our organization is prepared in every way to render you service that will give you largest profits every time. Let us tell you more about it.

URMSTON
GRAIN
BUFFALO N.Y.



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IF YOU ARE DISSATISFIED

With the kiln dried corn you have been using owing to its cracked, discolored and blistered appearance—then purchase your kiln dried stock from some firm operating an **ELLIS DRIER** and you will not be disappointed. Corn dried with an **ELLIS DRIER** demands a premium because it is free from cracked, blistered, and discolored kernels and the natural lustre of the corn is retained.

GRAIN
DRIERS

THE ELLIS DRIER CO.

Postal Telegraph Bldg.,
CHICAGO

OAT
BLEACHERS

JUST OUT!

Bulletin G-28

Tells All About

WELLER-MADE

ONE-MAN ELEVATORS

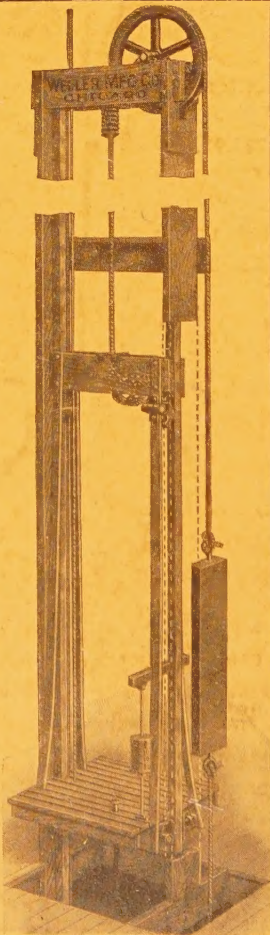
Every Mill Owner and Elevator Man should have one of the Bulletins at once.

**SAVE MONEY.
REDUCE FIRE RISK
and
INSURANCE RATES.**

A postal card or short letter will bring full information by return mail.

Remember the number
G-28

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Chicago



The DAY dust collector, and The DAY dust collecting systems

for elevator use are in a class by themselves.

The character of the dust collectors "inwards" has made hospital treatment unnecessary because the collector works scientifically.

Convince yourself by sending your next order to

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